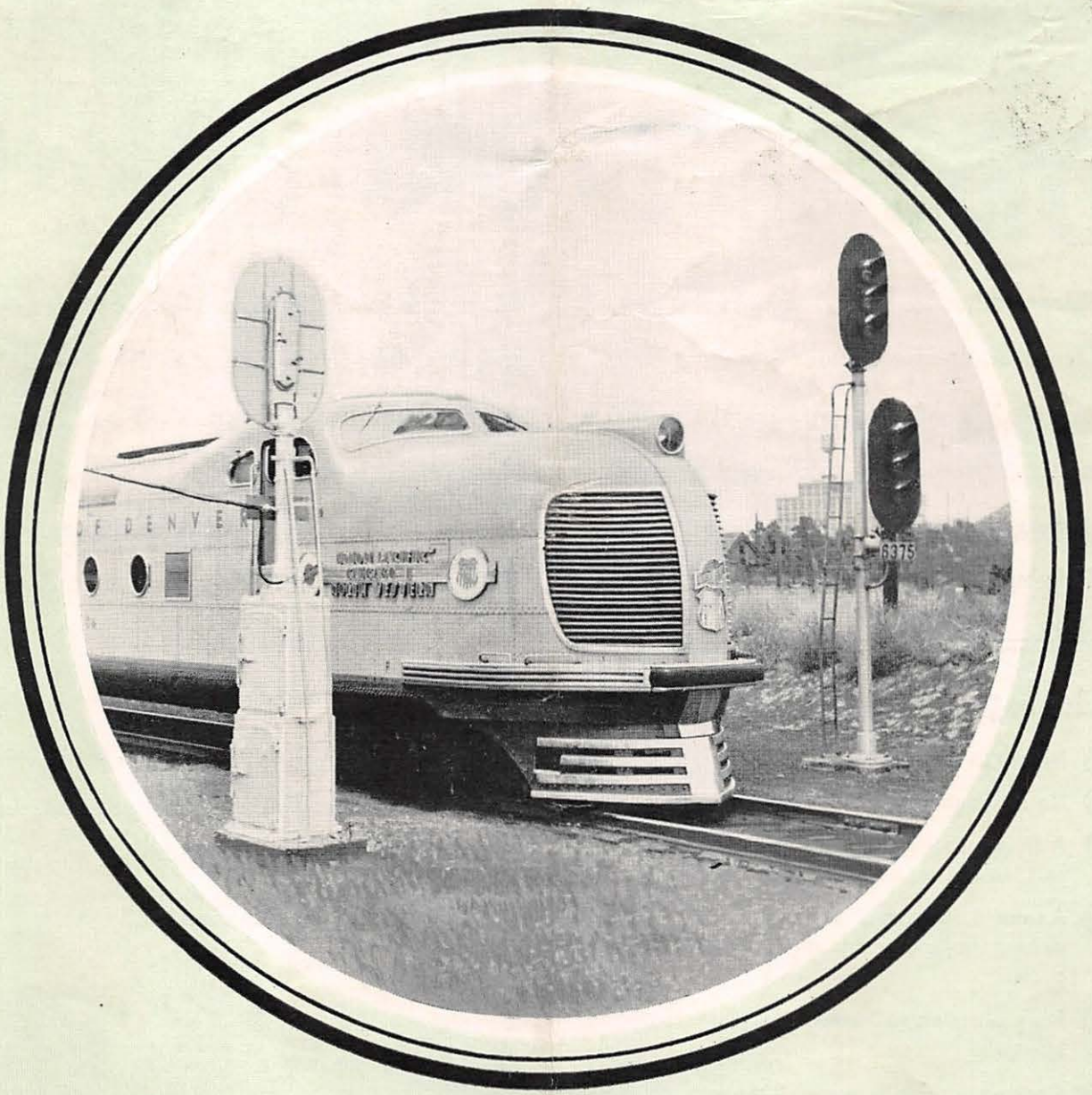
The Signalman's Journal

AUGUST, 1940



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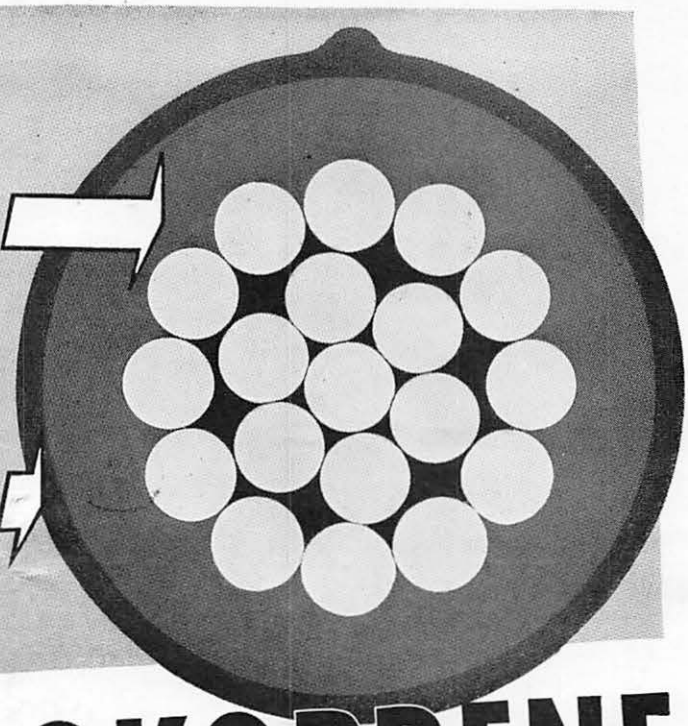

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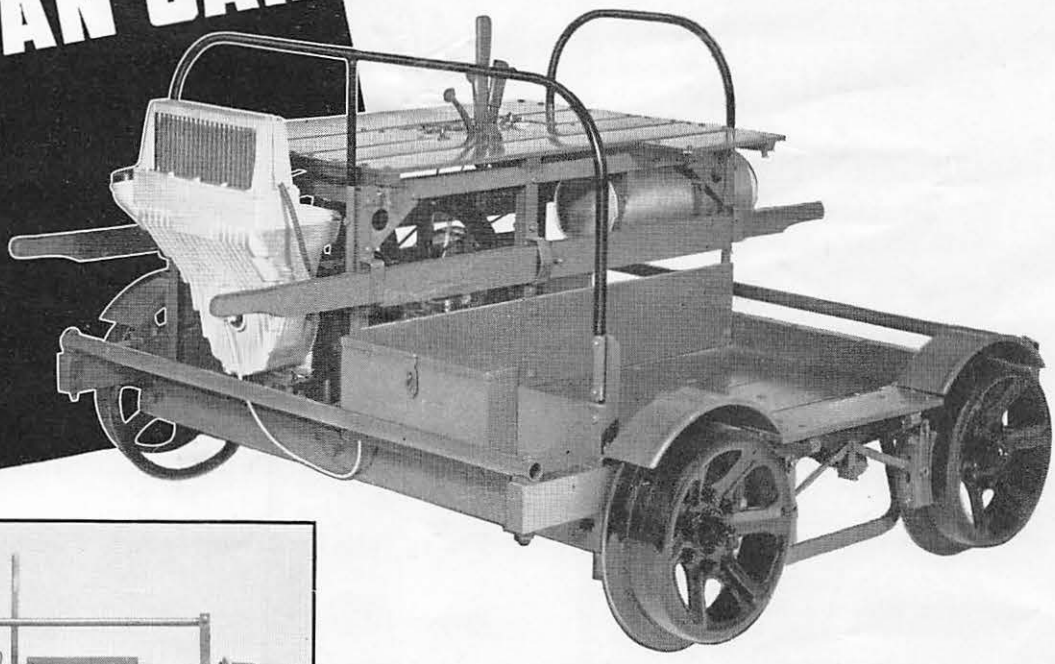

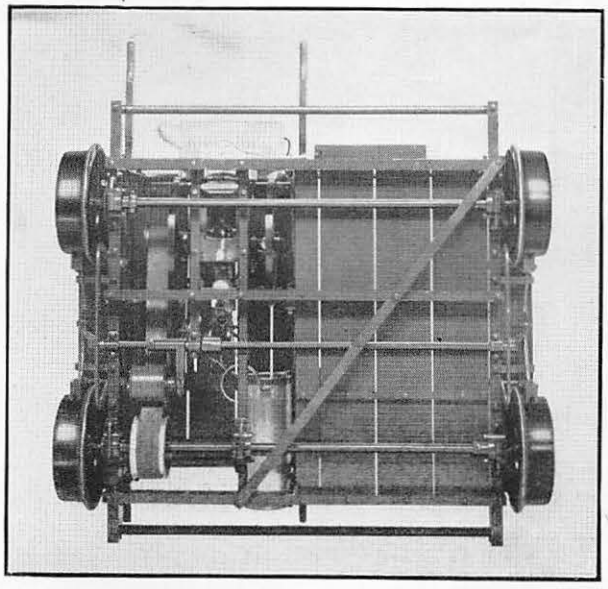

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THE SIGNALMAN'S JOURNAL

Official Publication of The Brotherhood of Railroad Signalmen of America

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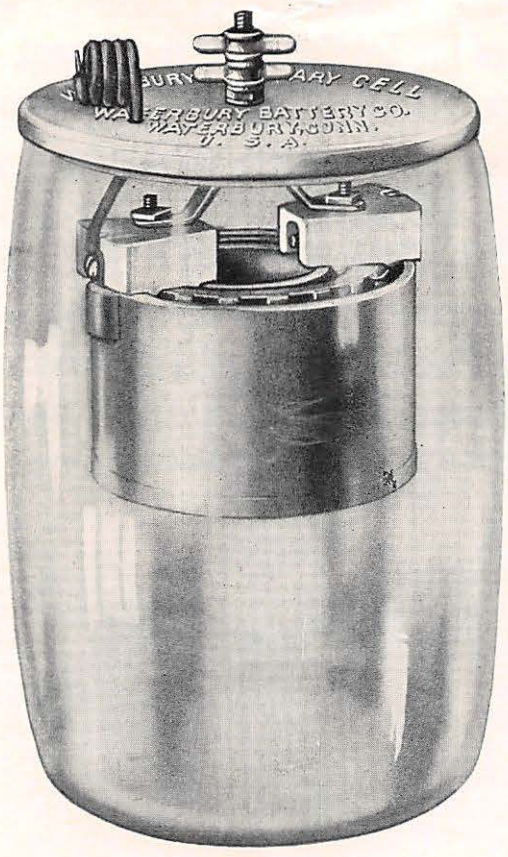
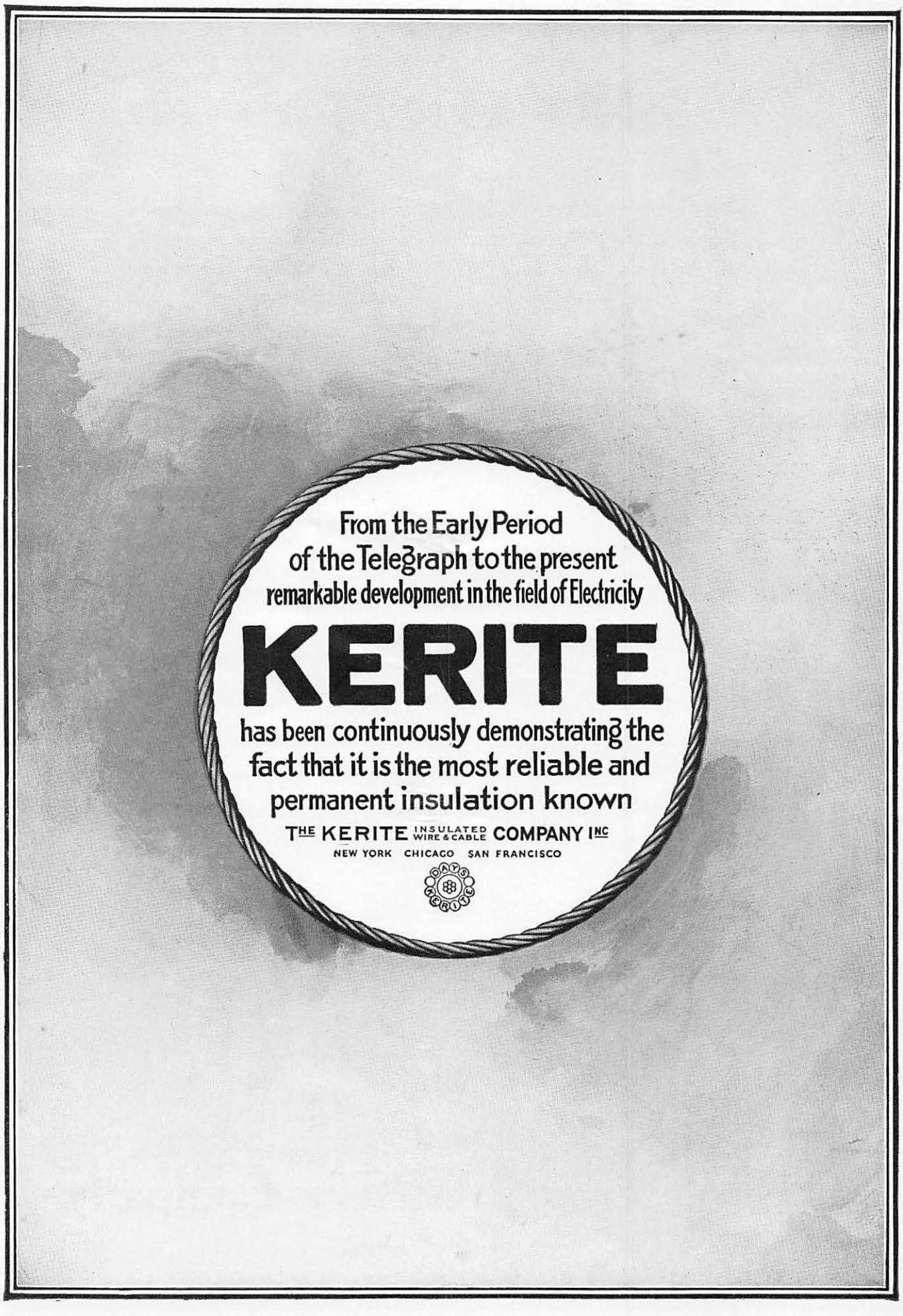


The Waterbury Battery Company

Waterbury, Conn.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Semi-automatic Interlocking on G. N.

Controls Crossing with C. M. St. P. & P. at Wahpeton, N. D.

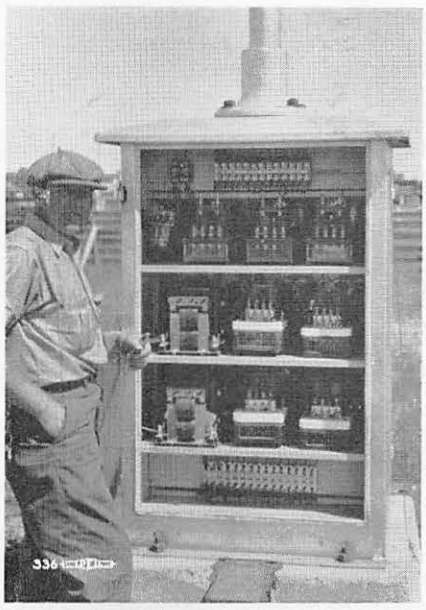
By SAM R. HAMILTON

FROM both an operating and a signaling standpoint, the Great Northern's new semi-automatic plant at Wahpeton, N. D., is of considerable interest. It shows the important role than can be played by modern signaling in improving operation. The plant, which went into service this spring, was designed and installed by the regular signal forces of the Great Northern.

Wahpeton, on the Great Northern's main line between St. Paul and Seattle, is just across the Red River from Breckenridge, Minn. At Wahpeton, two single-track main lines of the Great Northern—one from Fargo, and one from Casselton—converge into one single-track line. Just a few feet east of this junction, the Great Northern's single-track line is crossed at grade by a branch line of the Chicago, Milwaukee, St. Paul and Pacific. Formerly, this crossing was protected by a mechanical interlocking with derails located on each side of the crossing in all main tracks, and with detector bars installed in connection with all switches and derails. The former system also included track circuits and electric locking on the Great Northern, and time locking on the Milwaukee.

The Milwaukee operates only one train over this crossing daily, and this move is at slow speed, being made from a stop on either side of the crossing. On the Great Northern, however, there are two non-stop passenger trains and one non-stop mail train each way daily, as well as one combination passenger and express train and two non-stop time freights each way daily, in addition to local freights operating on a tri-weekly schedule in and out of Fargo and in and out of Casselton, to say nothing of extras in the busy seasons. A city ordinance requires that these trains be operated at speeds of not more than 25 m.p.h. through Wahpeton.

Color-light signals and smashboards No. 2 and No. 3.

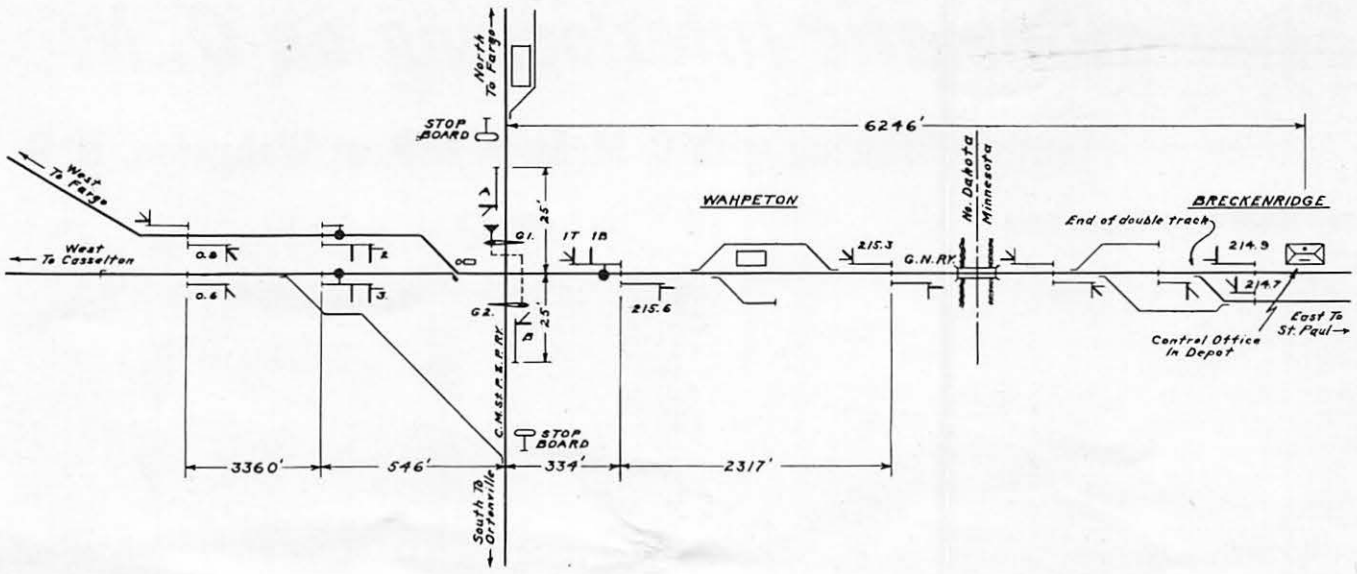


John Sheridan, G. N. maintainer, at relay case.

Signals and Gates

The present system comprises color-light signals on all approaches to the crossing, General Railway Signal Company Type D being used on the Great Northern, and Adams & Westlake Lebby mirror units on the Milwaukee. Smashboards are used in conjunction with the home signals on the Great Northern. Within 25 ft. of the crossing, on the Milwaukee, are hand-operated gates which, as will be seen later, are electrically interlocked with the rest of the signaling. The crossing gates are interconnected by a pipe line, so that a trainman can open or close both gates in one operation. Since these gates and the related signals on the Milwaukee are located within 25 ft. of the crossing, a further advantage over the former mechanical interlocking plant was secured by reason of the fact that Milwaukee trains do not "tie up the plant" so frequently with their switching moves, which are common on both sides of the crossing.

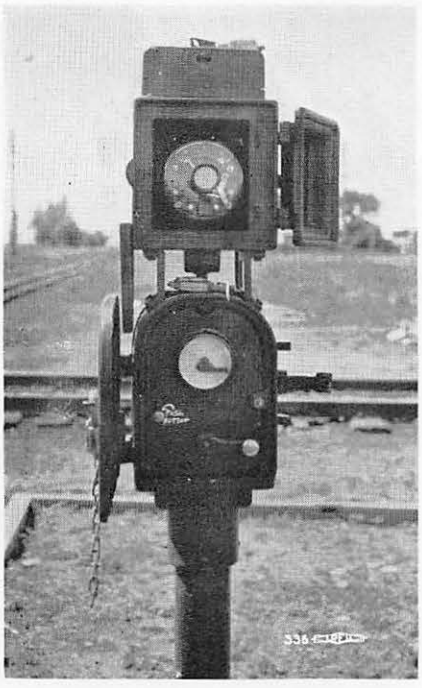
Since most of the Great Northern traffic is over the Fargo line, the signal system is designed so that the operation is automatic for trains either coming in from Fargo or going west from Breckenridge toward Fargo. The control point for an eastbound train from Fargo begins at the headblock signal at Lurgan, the first passing siding west of Wahpeton on the main line to Fargo. That is, an eastbound train, when it passes the eastbound headblock signal at Lurgan, automatically clears Signal 2 for a move over the Wahpeton crossing, provided that no conflicting move on either road has been started. (The Great Northern crosses the Milwaukee again at a point just east of Lurgan, at which point an automatic interlocking plant has been in



Track plan at crossing and signal layout.

service a number of years. An eastbound train passing the headblock signal at Lurgan, as described above, automatically clears the signals for a move over the Lurgan crossing at the same time it clears the Wahpeton plant.)

For a westbound Fargo train leaving Breckenridge, Signal 1 T at the Wahpeton crossing is cleared automatically when the train passes either Signal 214.9 or 214.7, as the case may be, and the route is locked until this train passes Signal 2 just beyond the crossing. Thus, it will be seen that train moves on the Great Northern main line have a decided preference from the standpoint of approach clearing.



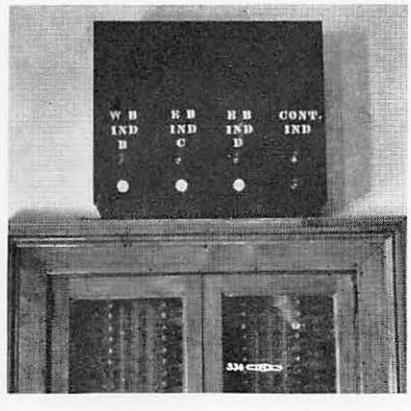
Gate control case at crossing. A light indicator is in box at the top.

Manual control has been provided for all train movements to and from the Casselton line. This manual control consists of two push-buttons, together with indicator lights and an annunciator, in the telegraph operator's office in the Breckenridge depot. The operation for a westward move from Breckenridge to Casselton is as follows: The telegraph operator pushes the reverse button, R, on his desk. This causes a manual control stick relay MCSR to pick up, at the same time energizing and picking a manual-control relay, M-Con, which is in series with MCSR. MCSR is housed in the light type indicator box in the operator's office, while M-Con is located at the crossing. Next, a reverse-route relay, Rev-R, picks up through M-Con up and a west-bound approach relay, WB App, down. That is, the train must have passed either Signal 214.9 or Signal 214.7 before the reverse route relay, Rev-R, will pick up, even though the operator has pushed the reverse button. Next, a switch-reverse relay, SW RR, is picked, causing the power-operated junction switch to assume the reverse position. Then smash-boards 1 and 3 are cleared, and, lastly, Signal 1 B displays a yellow light, thus completing the clearing operation.

Alongside of the R button on the operator's desk is another push-button of the same type, but marked N. By pushing this button the operator can, at any time, restore the plant to its normal condition for automatic operation on the Fargo line. For example, if the operator pushes the R button to prepare for a westward move on the Casselton line, and then discovers that the next move is to be on the Fargo line, he can restore the circuits to their normal status, so that the Fargo line move can be accomplished, by pressing the N button. A slotted board interlocks the two control buttons so that the operator can not inadvertently manipulate these buttons and thus delay a train.

Light and Buzzer Indicators

Over the operator's desk is a small cabinet which houses eight indicator lights, in addition to certain related indicator control relays. There are two indicator lights —one red and one green—for each of four indicator groups. Under the W B Ind B label is a red light which will be displayed if a train (either eastbound or westbound) occupies any part of track section B, which extends from Signal 214.9 and Signal 214.7 to Signal 1. If this section is unoccupied, the green light under this label will be dis-



Indicator panel showing three of the green lights displayed.

played. Similarly, track-occupancy indicators are provided for section C, which extends from the beginning of track circuit 0.6 to Signal 3, and for section D, which extends from the east headblock at Lurgan to Signal 2. When push-button R is operated to line up the switch for the Casselton line, the green light under the Con. Ind. (control indicator) label will be displayed if the operation is effective, but, when the train enters track section A, which extends from Signal 1 to Signal 2 and Signal 3, the red light under the Con. Ind. label will be displayed. When the accompanying photograph of the indicator group was taken, three green lights were displayed.

In addition to these light type indicators, the operator is also provided with a buzzer to indicate the presence of a train in track section C, and another for track section D. These buzzers are arranged so that the operator can shut off the buzzer, but can not accidentally leave the buzzer inoperative. One side of the buzzer circuit extends to a 3-way snap switch. In one position of this switch the buzzer circuit is closed through a front contact of the track repeater relay, and in the other position the circuit is energized through a back contact of the relay. When the buzzer sounds, either indicating occupancy or clearance of the track circuit, the snap switch is operated, which opens the circuit and at the same time sets up the circuit so that the buzzer will be sounded upon the relay being picked up or dropped, whichever the case may be. In any case, the operator can not manipulate the switch so that no further annunciation is possible.

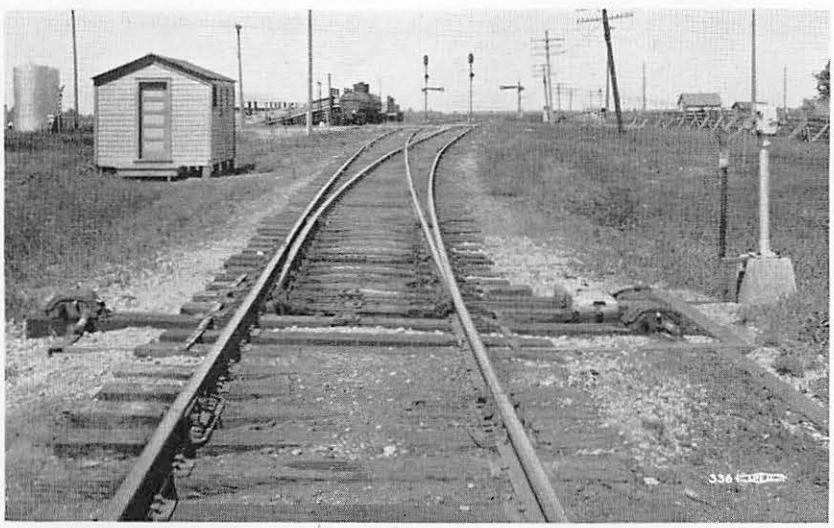
Circuits for Smashboards 2 and 3 are arranged so that these smashboards return to their normal (Stop) position after each and every train movement that may have necessitated their clearing, as these smashboards serve not only to protect the crossing, but also to give the equivalent of derail protection for the Fargo and Casselton tracks which parallel each other here. Smashboard 1 is in the normal position only when a Milwaukee train movement is being made. After this move has been made and the gates are restored to their normal position, Smashboard 1 assumes and remains in the reverse position. The only function of Smashboard 1 is to protect the Milwaukee crossing.

Westbound G.N. train at the crossing.

Gates on Milwaukee

When a Milwaukee train is to be run over the crossing, a trainman opens the gate control case which is located adjacent to Gate A. When the door of this case is opened, a "door-button" switch automatically closes in the circuit for a light type indicator which can be observed by the trainman through a peep hole in the top compartment on the same post. Since this light circuit is carried through the Nor R relay down and the Rev R relay down, it will be lighted only if no conflicting moves are in progress on the Great Northern. Therefore, if this light is displayed, the trainman knows that he may operate a push-button. When he does so, all three smashboards take the stop position. Then, a semaphore type indicator in the same case is cleared, indicating to the trainman, in accordance with the instructions posted in the case, that he can throw the electric gate-lock lever. When he has done this, the gates can be swung to the clear position, and the Milwaukee signal will clear. Of course, the gates must be manually restored to their normal position, and locked by closing the gate-control case, before the train leaves the crossing.

A clockwork time release, set at one and one-half minutes, is provided for the use of the Milwaukee train crew in case they find it impossible to unlock the gates by the usual procedure. A thermal type time relay is used for approach locking on the Great Northern. The Milwaukee signals are continuously lighted, while those on the Great Northern are on approach control. The power-supply system is of the conventional a-c. floating type, Exide batteries and copper-oxide rectifiers being used for this purpose.



Junction of Casselton and Fargo lines.

Missouri Pacific C.T.C. System

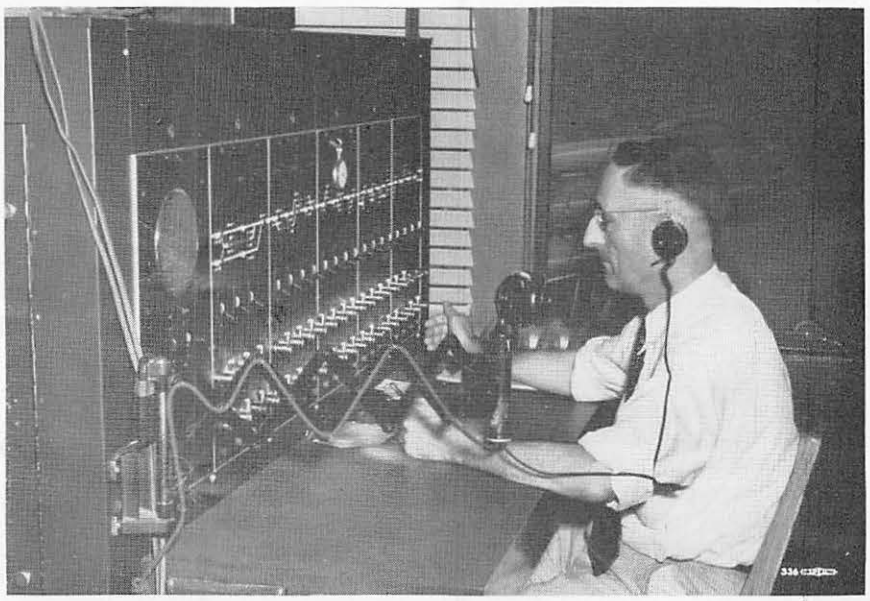
On 27 Miles of Single Track Near Chester, Ill.

By A. HUNOT

Chief Signal Draftsman, Mo. P.

THE Missouri Pacific has installed centralized traffic control on 27 miles of single track between Flinton and Raddle, Ill. The installation includes automatic intermediate signals and control of twenty-three power switch machines with the necessary governing signals on lap sidings at Ford and Rockwood, a middle siding at Raddle, the end of double track at Raddle Jct., a single siding at Reily Lake, a junction switch at Mt. Vernon Jct., one end of the siding at Roots and a long siding between Chester and Menard with two power operated crossovers at Menard station.

Prior to the C.T.C. installation the end of double track and the north end of the middle siding at Raddle Jct. were operated by mechanical interlocking; the switches on the ends of the lap sidings at Ford and the junction switch at Mt. Vernon Jct. were remotely controlled from Chester; the switch on the end of the siding at Roots was remotely controlled from the mechanical interlocking at Flinton. Automatic signal protection was provided from Flinton to Roots and from Chester to a point one mile south of the south switch at Ford. Trains in this territory, excepting that portion between Mt. Vernon Jct. and Chester, were operated by train orders and time table authority. Between Mt. Vernon Jct. and Chester, where manual control of northward and southward signals respectively was provided, train operation was by signal indication. Sidings varied in length from 66 cars to 184 cars and turnouts for those remotely controlled were No. 20. The junction switch at Mt. Vernon Jct. and interlocked end of double track at Raddle Jct. were also No. 20 turnouts. Hand-throw switches and the end of the siding at Raddle were No. 10 turnouts.



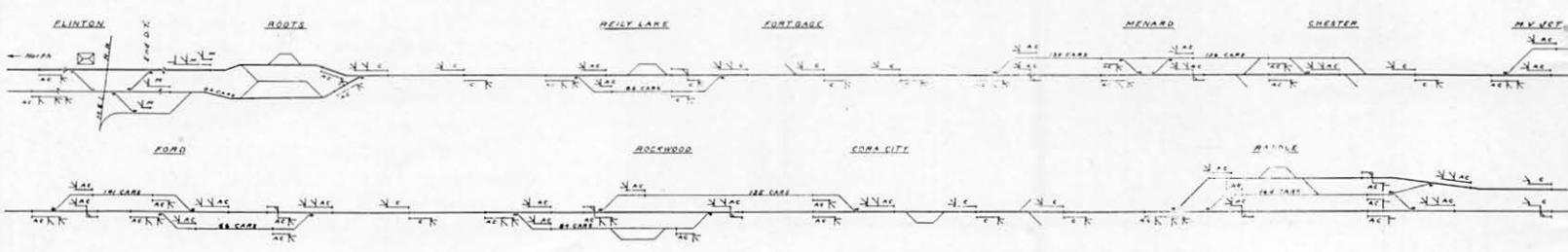
Control machine at Chester.

Track Changes for C.T.C.

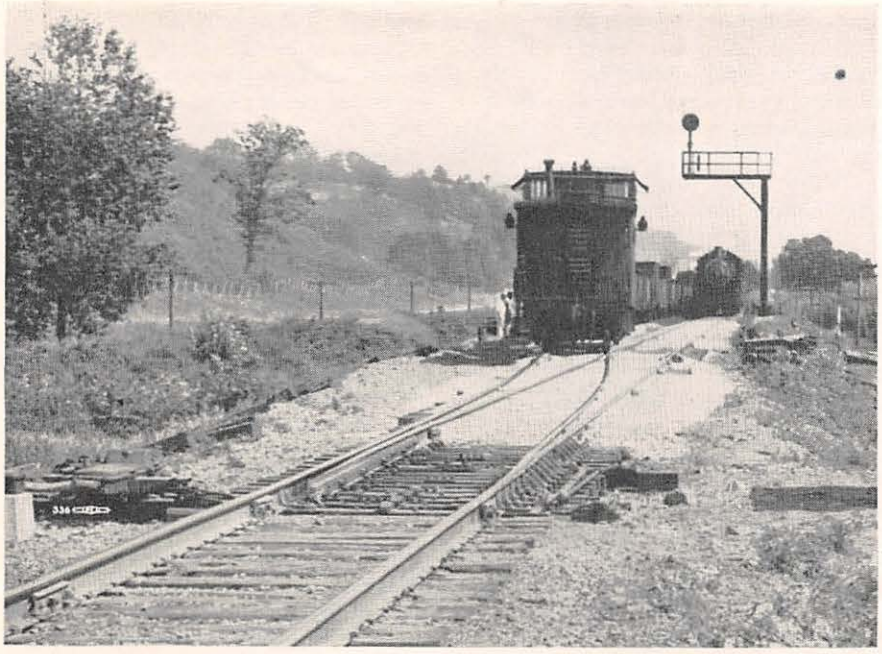
With the C.T.C. installation, tracks at Menard, Chester and Rockwood were rearranged. The siding at Menard and a second track between Menard and Chester were connected together and two No. 10 crossovers between the siding and main line were installed, affording use of this track as one long siding of 271-car capacity or as two sidings of 132 and 126-car capacities. The turnouts on the north end of this track and on the north siding at Rockwood, were changed from No. 10 to No. 20, and the south siding at Rockwood was increased from 72 to 84-car capacity. No other track changes were made.

Complete new C.T.C. control points replaced the existing apparatus at the old remote controlled and interlocked switches at Roots, Mt. Vernon Jct., Ford and Raddle Jct. The switch machines and controlled signals are operated by the General Railway Signal Co. Type F, Class M, coded system, requiring the use of three line wires through the entire territory for transmission of control and indication codes.

The C.T.C. machine in the control office at Chester is the new unit panel type arranged in 10-in. sections with a panel 18-in. high for each section. On each panel space is provided for a track diagram at the top; then, in rows below the track diagram in the following order; four key switches, four signal levers, four switch levers and at the bottom, four buttons (starting buttons) for starting the machine in operation. The coded equipment used in connection with the apparatus on a panel is housed in



Track plan and location of signals in C.T.C. territory.



Trains meeting at Menard.

a case behind the panel and so arranged on rollers that it can easily be pulled out of the rear of machine for inspection or replacement. The machine assembled presents a track diagram of the entire installation, showing location of controlled switches and signals, with lights indicating the location of trains on the main track and with levers for operation of field functions directly below the corresponding field location on the track diagram.

C.T.C. Control Machine

The machine for this installation is made up of six of these 10-in. panels and cases. One panel and one case are for the master section which contains the stepping apparatus and the other five for controls and indications for individual groups of field functions. Nineteen signal levers and twenty switch levers are provided for control of the 71 signals (51 posts), 17 single switches and three crossovers. Levers are normal in the vertical position. Signals are cleared northward or southward by movement of the lever 90 degrees to right or left respectively, of the vertical position. Switch machines are operated to the reverse position by movement of the switch lever 90 degrees to the right. Indication lamps are provided in the signal and switch levers. Signal lever lamps are illuminated when the signals are indicating proceed, while those in the switch levers are illuminated when the position of the switch in the field does not correspond with the position of the lever. Control codes are set up by the positions of the levers and are transmitted, after the machine stepping apparatus has been started by pushing the push button (start button).

Coded signal controls normally are slotted; that is, separate control must be sent out to clear a signal for each individual train. However, provision is made through operation of the key switch directly above the signal control lever, whereby the slotting arrangement is by-passed and the signal control code automatically transmitted, without operating the push button, when a train passes a control point.

While sidings are not bonded, special circuits at the control machine are provided to prevent simultaneous clearing of opposing signals into the sidings.

Energy to feed the coded line control circuits is furnished from 50 Exide type BTM storage cells and 25 cells of the same type are provided for operation of the indication circuits. Twelve cells of Exide type DMGO-7 battery operate the stepping apparatus and local relays and furnish a standby for machine indication lights.

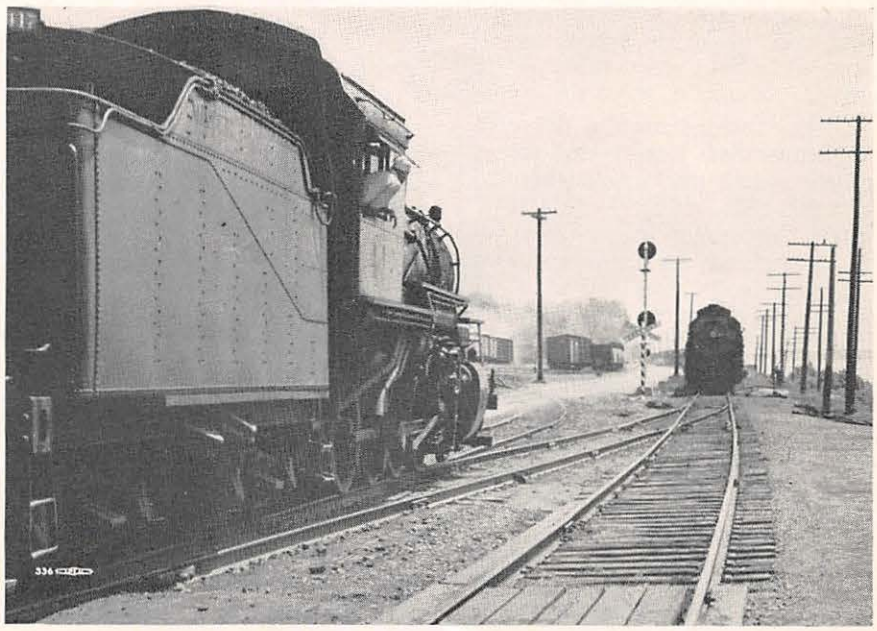
At the field control points control apparatus is housed in 6-ft. x 6-ft. and 6-ft. x 8-ft. sheet metal cabins, each containing the necessary relays, batteries, rectifiers, transformers and coding equipment, for operation of the various functions at the individual locations. Sixteen of these cabins were used on this installation.

At each cabin the coding equipment consists of two sheet metal cabinets, one containing the stepping apparatus, which is the same at all of the cabins and the other containing relays for control of the various functions at the individual locations. The coding relays at the cabins and at the control machine are of the plug-in type held in place by two screws. Standard relays are Type K of necessary size and resistance.

Signals and Switches

Signals on the main track are G.R.S. Co. Type G color-light mounted on standard base poles or cantilevers, while those on sidings are G.R.S. Co. Type L color-light dwarfs. Signals governing moves on the main track are three position, red, yellow, green, while those governing moves into sidings are red and yellow.

Switch machines are the G.R.S.



End of passing track at Chester.

Interior of field instrument house.

Type 5 D with control relay located in the machine itself. Each is equipped with automatic cut-out of switch motor circuit in case of obstruction in switch points and dual control mechanism for hand operation in case of failure or for switching moves. Switch layouts are constructed with 1-in. x 9-in. insulated gage plates, 4 plates to the switch, two for the head block ties and one tie each side of the head block ties. Tie straps bolted to each end of ties maintain the relative positions of the first seven ties under the switch. The No. 20 (30-ft.) points are equipped at the center with a second operating rod mechanically connected to the front rod, to insure proper movement of points over their entire length.

Energy for operation of the stepping apparatus, local coded relays and the switch machines is supplied from 12 cells of Exide DMGO-7 battery, excepting where leads to switch machines are extra long, two additional cells are provided in switch motor circuits. At the end of single sidings two 5-cell sets of DMGO-7 battery are provided for operation of signal line circuits, local relays, other than coded, and for lamp standby. Additional 5 cell sets are provided, one for each main line signal mast, where more than one switch is located.

Underground wires from the cabin to the switch machines and signals are single conductor No. 9 or No. 6 parkway, 8 wires to each switch machine, 3 to each two-position signal and 4 to each three-position signal. At certain of the control points physical conditions in the vicinity prevented use of underground wires for these connections and aerial cables built up of No. 10 or No. 6 rubber covered single conductor wire were provided. Signals at the control points are continuously lighted.

The automatic intermediate signals with instrument housing located on the line side of the track are wired according to circuits provided for intermediate signals in A.P.B. territory, allowing following movements into the intermediate blocks and providing siding to siding blocking for opposing moves.

At the intermediate locations four cells of DMGO-7 battery are provided at each signal for operation of line circuits, local relays and to furnish the lamp standby. Intermediate signals are approach lighted.

Rails in this territory are bonded with two No. 8 galvanized iron bonds using 9/32-in. channel pins. Track lead wires are No. 9 parkway cable connecting, in potheads located between the track 18 in. from gage of rail, to copperweld stranded connectors which lead from pothead to rails. Each track circuit is fed from one DMGO-7 cell and track relays are of 2-ohm resistance. Switch circuit controller shunt wires and shunt fouling jumpers are of bare stranded copperweld cable stapled to the ties 2 in. from the top. Line relays are of 450 ohms, while local relays are of 450 ohms for normal acting, 400 for slow release and 290 ohms for slow release, slow pick-up. Power for charging batteries is furnished from a 550-volt line extending through the entire installation. Lamps are 10 volt, 18 watt, operating normally from an a-c. source and switching to battery through power transfer relays at each location when the power fails. Line wires are of No. 10 solid copper weatherproof for signal and coded circuits and No. 6 solid copper weatherproof for 550-volt power distribution. Line wires were placed on crossarms attached to communication line, except for five miles south of Chester where individual signal pole line had been in use on the old installation.

Instrument housings were furnished by the signal company and construction carried out by Missouri Pacific signal department forces supervised by L. S. Werthmuller, assistant signal engineer, R. M. Spillman and E. T. Troughton signal foremen, under the direction of P. M. Gault, signal engineer.

Testing Table for Relays

Conveniently Adjusted to Various Positions

By A. G. FISHER
Local Chairman, Lodge 58, P. R. S. L.

FROM articles appearing in the *Signalman's Journal* describing signal shop equipment it seems that most roads are still using the old four-legged stool or boxes to support relays during adjustments and inspections. This is a case of shop equipment not keeping up with the advance made in relay design.

Those who have used stools and boxes will appreciate that an adjustable stand is an aid to inspectors in performing tedious and exacting tasks. It assures greater accuracy with the result that the user is given more confidence and satisfaction in his work.

In designing the table illustrated, consideration was given to the following desirable features:

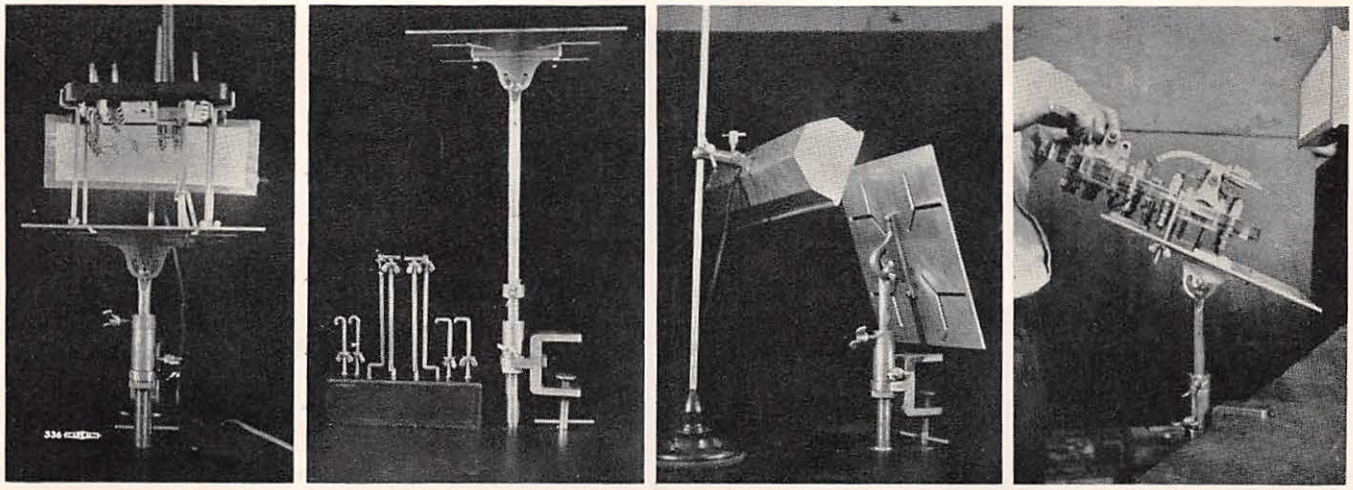
1. Adjustments for height to permit the placing of relay at any desired level.

2. Durable but lightweight material for portable purposes.

3. Provisions for table to be used in vertical or horizontal position.

4. Table should provide attachments for holding any type of relay and permit it to be turned to any desired angle.

The surface of the table is made of ⅛-in. rustless steel measuring 9 in. x 11 in. The slots in the table are ¼ in. wide and 2 in. long. Clamp relay supports fitting into the table are made of ¼-in. steel. One of the illustrations shows the three different types of clamp supports for various designs of relays. All clamps are equipped with flat washers and wing nuts for rigid fastening to the table. For fastening relays with iron frames such as the a-c. type, two 4-in. clamps completely threaded are used. Two



Various positions of adjustable, relay testing table.

clamps of the same size but with different bend construction fitting relay are used for glass and porcelain relay tops. The other type of support is 7 in. long. Four of these are required and they are attached firmly to the table so as to form legs on which to place the relays. With this attachment ample room is provided between the table and relay contacts for making adjustments.

The over-all height of the table extended is approximately 22 in., with adjustable heights ranging from 4 to 20 in. The steel leg supporting the table is of 5/8-in. stock, 20 in. long. In the connections between the adjustable leg and table, provisions are made for tilting the table 90 degrees in either direction from center.

To allow the table to be clamped either to a bench top or an upright support, the clamp attached to the leg is made in two pieces. The U part of the clamp can be used in either a vertical or horizontal position.

The over-all weight is 8 1/8 lbs. This could be reduced by using lighter material for the sleeve through which the leg travels, the clamp and possibly the leg. The table is inexpensive and can be constructed in division shops.

Railroad News Reel

✦ OF interest to railroad men is the current release of a one-reel motion picture, "Streamlined," by Pathé News, Inc. The film depicts the history of railroading from the completion of the first transcontinental line to the introduction of the fast streamliners of 1940.

Three months of shooting on railroads from coast to coast, sequences made on trains in scheduled runs, and historical shots from early-day railroad pictures were used to insure authenticity for the film.

The release schedule calls for its showing in theaters throughout the United States and South America. Railroad men desirous of seeing the film in their own local theater should ask the theater manager to have it placed on his schedule.

Grade Crossing Accident on Missouri Pacific

✦ ON March 14, 29 persons were killed and 15 injured when a Missouri Pacific Gulf Coast Lines passenger train struck a motor-truck at Alamo, Texas. The report of the Bureau of Safety of the Interstate Commerce Commission, from which this item is taken, makes little comment on the cause of the accident, except to conclude that the truck was driven upon the crossing in front of the approaching train.

The accident occurred on that part of the Kingsville Division designated as the Mission District which extends between Harlingen and Rio Grande City, Texas. In the vicinity of the point of accident the single track line extending east and west is tangent and the grade is practically level.

A highway 56 ft. south of the tracks parallels the railroad. The truck was moving westward on this road, and on reaching a road extending north and south turned northward and was struck by a passenger train moving at a speed of about 45 m.p.h. The engine crew saw the truck moving toward the crossing and the brakes were applied, the train coming to a stop about 1200 ft. west of the crossing. At the time of the accident there were 44 persons in the cab and body of the truck.

The accident occurred at 8:06 a.m. From all accounts, proper whistle signals had been sounded for the crossing, the engine bell was ringing, and there was nothing to obstruct the truck driver's view of the train. This crossing is not equipped with signal protection, the only warning being a cross-buck sign.

The average daily movement of trains over this crossing is 7.6, and inspectors of the I. C. C. counted 867 motor vehicles using the crossing during a 24-hour period. Like the one involved in the accident, many of the trucks were loaded to capacity with laborers.

Application to I. C. C. for Approval of Changes

Pere Marquette. Modification of automatic block signal system between Porter, Ind., and New Buffalo, Mich., a distance of approximately 21.5 miles, on the Chicago-Petoskey Division, involving installation of spring switches in lieu of hand-operated switches at west and east ends of New Buffalo and west end of Michigan City, installation of 9 automatic signals and 3 dwarf signals, removal of 15 signals, relocation of 4 signals, adding second arms on 8 signals, and changing automatic block signal system from overlap type to A.P.B. type with leaving signals at Porter, Michigan City and New Buffalo controlled from interlocking at Michigan City under direction of train dispatcher, on account of removal of passing tracks at Merrick and Doran and to increase safety and facilitate movements of trains.

Long Island Railroad. Modifi-

cation of automatic block signal and automatic train stop systems and interlocking between Hammel and Rockaway Park, N. Y., on the Rockaway Beach Branch, involving changing aspects on eastward approach and home signals at "Draw" interlocking, installation of 7 automatic signals between "Draw" and Rockaway Park, and 1 holding signal at Rockaway Park, on account of construction of new line to eliminate 18 highway grade crossings.

Missouri Pacific. Modification of automatic block signal system between Arcadia and Piedmont, Mo., a distance of approximately 38 miles, on the Missouri Division, involving installation of 44 color-light signals in lieu of 47 semaphore signals and respacing signals, to replace worn-out signals and to provide improved stopping distances.

Washington Terminal. Modification of "A" interlocking at Washington, D. C., involving removal of electro-pneumatic automatic signal 1365, color light signals 18LA and 20LA, changing automatic signals 1339 and 1340 to search-light type and signal 28L from electro-pneumatic to color-position-light type, changing aspects on signals 1339 and 20L, and installation of color-position-light signals 18LA and 20LA and traffic lever 28 on northward main track through tunnel, to improve spacing of signals, replace worn out equipment and to permit switching to expedite make-up of trains during periods of heavy traffic.

Pennsylvania. Modification of signal facilities between Columbia, Pa., and Perryville, Md., a distance of approximately 43 miles, on the C. & P. D. branch, Philadelphia and Maryland Divisions, involving installation of C. T. C. system between Columbia and Minnick with control machine at Columbia, including control of switches and associated signals at east and west ends of Harbor, Pilot and Rock sidings and at McCalls, Midway and connection to Octoraro branch, installation of wayside and automatic cab signals between Midway and Minnick and rearrangement of wayside and automatic cab signals between Harbor and Midway; extension of Perryville interlocking limits to Minnick and installation of wayside and automatic cab signals for either-direction operation on both main tracks between these points; and discontinuance of manual block system between Midway and Perryville with abandonment of block stations at Midway, Rock and Pilot, to facilitate train movements.

Pennsylvania. Modification of "W" interlocking at Summerhill and "SO" interlocking at South Fork, Pa., and automatic block and cab signal systems between South Fork and Portage, Pa., a distance of 6.6 miles on the Pittsburgh Division, involving abandonment of 16 signals; removal of approach aspects from and addition of slow speed aspects to home signals for tracks 1, 2, 3, and 4 at "SO"; removal of slow speed aspects from home signals for track 1, and northward South Fork branch track and addition of caution slow speed aspects to home signals for tracks 1 and 4 and northward South Fork branch track at "W"; and changing aspects of automatic signals 2612 tracks 1 and 2, 2613 tracks 3 and 4, and 2637 track 2, to provide improved stopping distances.

Equipment Orders

The Louisville & Nashville has placed an order with the General Railway Signal Company covering materials for a Coded, Type H, Class S, size 6, 2-wire C.T.C. System for the remote control of railroad grade crossing of Illinois Central with L. & N. at West Point, Ky. Desk-type control machine, having 3 working levers, is located at Strawberry, Ky. Apparatus includes one 6-ft. x 6-ft. housing completely wired and equipped with Type K relays, rectifiers, transformers and C.T.C. relay cabinets.

The Lehigh & New England has placed an order with the General Railway Signal Company covering materials for a Coded Type F, Class M, size 8, 3-wire C.T.C. System for the remote control of signals and switches on two tracks merging into one through a tunnel at Lansford, Pa. The control machine, located at Arlington, Pa., has 4 working levers.

Included in the order are one 6-ft. x 6-ft. housing completely wired and equipped with Type K relays, rectifiers, transformers, C.T.C. relay cabinets; two double-door low welded-steel cases, 3 model 5D switch machines and 11 Type SA 2-indication, plug-coupled signals.

The Louisville & Nashville has placed an order with the General Railway Signal Company covering materials for Automatic Interlocking at Frascati, Mobile, Ala. Apparatus includes one 6-ft. x 6-ft. housing completely wired, equipped with Type K relays, Type K transformers and Type BQX rectifiers; two skate machines for controlling 3 derails, one Type F dwarf signal and two Type D color-light signals.

The Chicago & Western Indiana has placed orders with the Union Switch & Signal Co. covering the materials necessary for the installation of two modern electro-pneumatic interlocking plants at 15th St. and 16th St., Chicago. A 31-lever machine will be used at each interlocking for the control of the various functions at these two plants, with traffic locking to be arranged for on two tracks between the 15th and 16th Street layouts, and on one track between 15th Street and Roosevelt Road at the throat of the Dearborn Street Station. Electro-pneumatic A-5 switch movements using separately mounted cut-off valves along with searchlight type signals are being installed throughout. The field installation will be carried out by the railroad company's regular signal construction forces.

Announce Prize Winners in A. F. L. Essay Contest

✦ THE three judges chosen to pick the winners of the Four-Star Essay Contest, conducted by the Union Label Trades Department of the American Federation of Labor, this week awarded the prizes for the three best essays in each of the four contests. The judges were: William Green, president of the American Federation of Labor; Edward Keating, editor and manager of *Labor,* the official Washington Weekly Newspaper of the standard railroad labor organizations, and O. R. Strackbein, member of the Public Contracts Board, United States Department of Labor.

In the contest for the best essays on the subject, "Why I Buy Union Label Goods," Miss Lillian A. Benco, 7402 Halle Avenue, Cleveland, Ohio, won first prize of $250.00; Mrs. Eugene W. Lewis, 226 E. Charlemont Street, Kingsport, Tennessee, won second prize; and Alfred H. Hirsch, 3986 47th Street, Long Island City, New York, won third prize, and they received awards of valuable Union Label articles.

In the contest for the best essays on the subject, "Why I Use Union Services," Mrs. Isabel Dunn, 2535

East 27th Street, Oakland, California, won first prize of $250.00; Crawford S. Sledge, P. O. Box 184, 2001 Avenue I, Galveston, Texas, won second prize; and Mrs. Bernice Sandusky, 2438 W. 68th Street, Chicago, Illinois, won third prize, and they received awards of valuable union label articles.

In the contest for the best essays on the subject, "Why I Am a Labor Unionist," Mr. Fred Langhenry Carver, 1610 North Normandie Avenue, Hollywood, California, a member of Stenographers, Bookkeepers, Typists and Assistants, Local No. 20798 of Los Angeles, won first prize of $250.00; John N. McCarthy, 2233 87th Avenue, Oakland, California, a member of the International Union of Operating Engineers, Local No. 507, won second prize; and John W. Johnson, 1540 Shehy Street, Youngstown, Ohio, a member of the National Federation of Post Office Clerks, Local No. 443, won third prize, and they received awards of valuable union label articles.

In the contest for the best essays on the subject, "Why I Joined a Women's Auxiliary," Mrs. Marion E. Grimmer, 338 Tremaine Avenue, Kenmore, New York, a member of Auxiliary No. 200 of Typographical Union No. 9, won first prize of $250.00; Mrs. Elma M. Barker, Box 249, Elwood, Kansas, a member of the Woman's Union Label Auxiliary No. 614 of St. Joseph, Missouri, won second prize; and Mrs. Mary F. Rouse, 418 Fairmount Avenue, Jersey City, New Jersey, a member of the Women's Auxiliary to the New York Typographical Union, won third prize, and they received awards of valuable union label articles.

The four grand prize essays, together with pictures of the winning contestants, will appear in the August issue of the new *American Federationist* and later they will be printed in pamphlet form for general distribution. They can be obtained by writing to the Union Label Trades Department, American Federation of Labor, Washington, D. C.

Age of R.R. Workers. Just under 43 is the average age of all workers covered by the Railroad Retirement Act in 1938 according to age data tabulated by the Retirement Board. The data on ages by occupation show that engineers and conductors are the oldest group with an average age of 55.1 years, and extra gang men the youngest group with an average age of 32.7 years.

Training of Signalman

Further Suggestions to Men Entering Signaling

AS a veteran of some thirty years in both the theory and practice of signal work, I feel that beginners will benefit if they heed the following advice.

I believe a beginner should first ask himself if the field of signaling interests him, for unless he likes the work he will be greatly handicapped. One should, therefore, look about and orient himself to see if this road on which he is engaged, is one he likes to travel on. If it is, then he should lose no time in fitting himself for more and more responsible positions.

That he should study there can be no question. Where he should start depends on what kind and how much of a start he already has. For one who has but a more or less slippery hold on the three R's, it is probably not best to start with an engineering course; that is not likely to prove the shortest cut to promotion, although it is likely that, like the writer, one who has waded through an engineering course will feel that regardless of positions attained or not attained, the time spent in study has been well spent, but for one having only such education as above assumed, the choice of a more humble beginning will prove to be a wiser one. The best way, I believe, is to prepare for the next job ahead and so forth.

How to Make a Start

Very little money need be spent to start, it is much more a question of how much one wants to study than of how much money one wants to spend. To beginners I would suggest the following:

1. A good handbook on the elements of electricity.
2. The A. A. R. signal section chapters on signaling.
3. The signal company's literature on whatever apparatus the beginner may be handling.

The first will give the student an understanding of the form of power he is dealing with and of the laws that govern its use. The importance of such knowledge is evident. The second gives the most authoritative information in condensed form that is obtainable on the various subjects. The third evidently is the most authoritative and detailed source of information on specific types of apparatus.

A thorough study of the above listed literature will give the beginner an excellent start, but let him not confine his studies to books. They are only a supplement to the great school of experience. How good that school is depends on how good the student is; let him never be afraid of asking questions. His superiors should, and usually will, be glad to see that he is so interested and anxious to learn. He should ask questions of himself, and even of the machines. Let him take the machines apart when opportunity offers, and see what "part" each part plays. One should never let his interest wane.

There is, of course, such a thing as trying to learn too fast (although that seldom happens). One should not overtax his memory. Nor should he so crowd his mind that it will not be alert to all that goes on, and especially to conditions of safety. Alertness is a condition of both safety and of success. Let the beginner, therefore, train himself to keep his mind on his work while he is on the job.

The A. A. R. pamphlets should be studied in the order of their importance to the student. Of primary importance to a beginner is "Symbols, Aspects and Indications" (Chapter II), since it is impossible to understand blueprints without knowing symbols, and blueprints *must* be understood.

The more one learns about his work, the more interesting and pleasant it will become to him. The signaling field is developing very rapidly, but one should not fear that what he is learning will soon be of no value, for when he knows the fundamentals and knows them well, he has something that will enable him to quickly understand all forms of signaling, for those fundamentals change little or not at all. It is always a case of transporting power from a source to a unit, and of so controlling that power that it will be applied to properly operate the unit when operation should take place, but will never cause an operation when an operation is not wanted.

Still one must keep up with developments in the field, and reading the excellent articles that appear in the *Signalman's Journal*, will help a lot to do that.

D. GUIGUE.

Good Motor Car Set-Offs

Return Improvements in Both Safety and Efficiency

NO other single subject is discussed more by signalmen in the *Journal* news columns and at local and general committee meetings than motor car set-offs. Much progress has been made by various units of our organization in securing improvements, but many roads are still following a penny-wise policy in failing to provide convenient and safe places for unloading cars. It is believed that this discussion will place some useful information before our members and officers and also remind some of the railroad managements that improvements are needed.

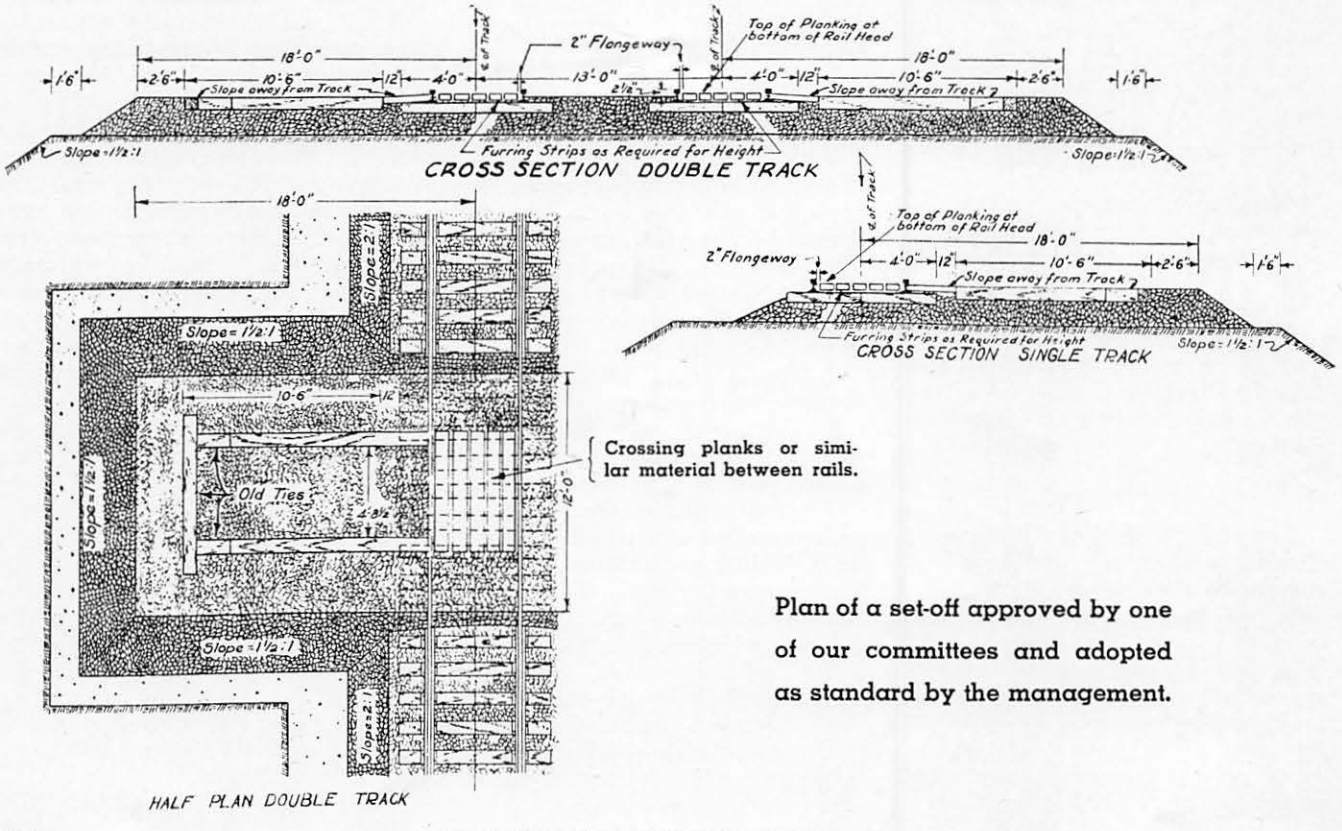
The accompanying drawing shows a set-off which has been approved by one of our general committees. With a few minor changes, this set-off perhaps would come as near to meeting the requirements of signalmen as any now in use. One important feature in its favor is the planking between rails. Although a few satisfactory set-offs have been built with crushed rock between rails, the prevailing opinion among signalmen seems to favor planking. The material between rails is the most important part of the set-off, but many railway managements oppose the plank design. It is sometimes claimed that the planks might become loose and create a hazard, but the question of economy perhaps also is considered in favoring ballast between rails.

The main objection to ballast between the rails is that it does not provide hard enough surface for turning a motor car and moving it off the track. In all types of loose ballast the wheels sink down, and when there is an emergency unloading the extra time required due to the soft surface creates a hazard which more than offsets any claims that this construction is safer than planking. On a good set-off a car can be lifted at one end, turned across the track and pulled onto the runway by lift handles or frame of the car. In the time that it takes for a man to go from the lift end of the car to the other end, lift it over the rail and move the car in the clear, a train can cover considerable distance.

Some roads use second hand crossing plank between rails. While this is economical and apparently

A car can be turned easily on good planking.

serves the purpose, new material makes a better job and in the long run results in no great difference in cost as compared to the used material. Treated planking for the platform assures a solid and durable installation, and with this material the danger of loose planks due to cracking, splinters and rot-



Crossing planks or similar material between rails.

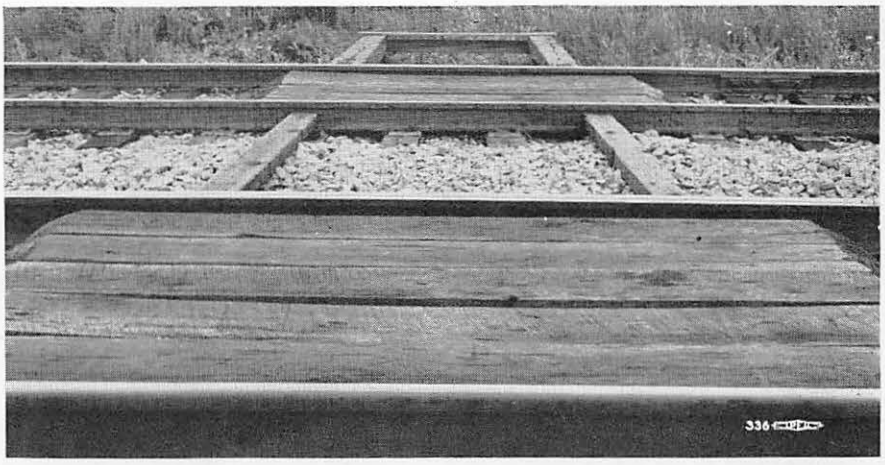
Plan of a set-off approved by one of our committees and adopted as standard by the management.

ting of old planks, which some managements complain about, is overcome. Although the accompanying plan shows the top of the planking near the bottom of the ball of the rail, it is not necessary to place the planking that low. Some installations have been made with the planking even with the top of the rail, following the same construction methods used for highway crossings.

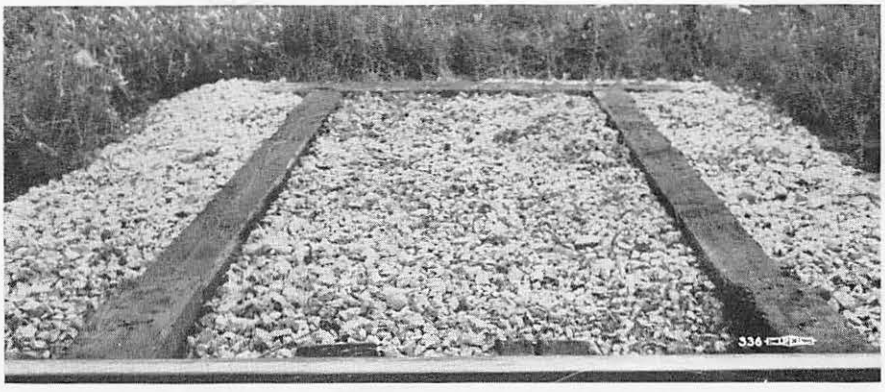
The plan illustrated by the drawing calls for old ties in building the runway, but new treated planks provide a better installation. Where a set-off is used often, old ties soon are worn by the car wheels and deterioration which had set in before the ties were removed from the track continues. An old tie is just not much of anything but an old tie. Small rails have been used on some roads and seem to provide good runways. It will be noted the runway slopes away from the rail. This is a simple part of the construction, although important, and can be properly maintained only with a well built embankment and solid timbers. The set-off is topped with stone screenings, but in some cases regular track ballast is used for topping. Some roads, while not using cinders in the track zone, top the set-offs with cinders.

Aside from the details of installation, spacing of set-offs is important. The policy of some roads is to locate them every half mile, and where possible at points where ground surface is level with roadbed. Signalmen are concerned about getting them at signals and instrument cases as well as having a sufficient number for safety of all employees. In automatic territory a set-off should be built at every signal and at other points such as cut sections where there is signal equipment. This arrangement, of course, does not provide a sufficient number in all cases.

Another set-off problem frequently encountered by our committees is the failure of some roads to definitely fix responsibility for the installations. Although actual construction is done by track forces, their instructions from maintenance of way officials are often vague, giving no more details than to install "when and where necessary as time permits, using such material that is available." In many cases our general committees are able to convince system personnel and safety officials that the cost of set-offs is more than returned in improved efficiency and safety. But this does not settle the problem.



Good planking at double track installation. Runway to be filled in with ballast.



Runway built of solid ties and rock ballast.

Set-offs improve safety.

Sometimes orders from system officials go no farther than the division offices and in other cases, while reaching the track forces, the instructions cannot be carried out due to lack of standard designs and material. Then it becomes just another problem for section men and signalmen to discuss.

Our general chairman on one large road has spent a great deal of his time recently in studying the various problems related to motor cars. It is his conclusion that the managements should assume the responsibility for the operation of motor cars. That would go a long way toward eliminating the set-off problem, assure further that line-ups would be handled properly, and correct other unsafe conditions. This general chairman favors the enactment of legislation to govern the issuance of motor car line-ups in high speed and dense traffic territories.

It is not expected that this article will end the set-off controversy. The most that it can accomplish is to provide our members and officers with suggestions from which a standard—meeting requirements on individual railroads—can be developed.

Progress of Past Two Years

Reviewed in Officers' Reports to Convention

THE activities of Grand Lodge during the past two-year period are reviewed in the officers' reports to the tenth biennial and twenty-fifth regular convention, which will open in Denver, Colo., on Monday, August 19. Assembled and bound in a paper cover at Grand Lodge headquarters, the reports will be distributed to the delegates prior to the convention. Each delegate will insert in his copy of the reports the minutes of each session of the convention. After the convention, copies of the reports and the minutes will be sent to all general chairmen and to recording secretaries of locals that do not have delegates at the convention.

This method of distributing the reports assures that an account of the organization's activities and the convention proceedings will be available to all members. Usually officers' reports along with other convention matters come up for discussion at the local meetings following the convention. Then the locals' delegates are expected to report on convention activities. Another source of information about the convention will be the September issue of the *Signalman's Journal,* which will carry a summary of the main events.

Not only do the officers' reports review the progress made during the past two years, but they also discuss the present condition of the organization and give an insight as to what is to be done in the future. In keeping with a policy adopted by convention, the reports are arranged by subjects instead of itemized daily accounts of activities.

The report of the grand president covers most of the main events in which our organization participated. It covers in part, too, some of the work done cooperatively by all the officers. On the general improvements made this report states: "Our total membership has increased. We have extended the organization to several additional railways and secured a few new contracts. Existing agreements have been improved in a number of instances. Wage rates for a considerable portion of the membership have been further improved. At the present time we have a total of 171 local lodges. Eleven of them are in Canada and one is on the Panama Railroad. Five new lodges have been installed since the last convention. We have members on several small roads such as the Mobile & Ohio; Gulf, Mobile & Northern; Bessemer & Lake Erie, and the Cotton Belt, who are carried as Grand Lodge members."

To briefly review a part of the work during the past two years, a few excerpts are taken from the grand president's report.

One of the big events discussed in the report is the railways' attempt to make a 15 per cent wage reduction. As everyone remembers, the carriers were the losers in this rather long controversy. The report comments as follows on this victory of railroad labor: "The victory achieved by the railroad labor organizations in this 1938 wage fight was one of the finest possible examples of the results of cooperative action. The whole controversy was efficiently handled and with a minimum of expense or duplication of effort to the various groups. The great value of the Railway Labor Executives' Association to members of the unions was fully demonstrated. Without such an association it is probable that no uniformity of policy would have been followed and the final results would have been much different."

The vacation with pay movement begun by 14 cooperating railroad labor organizations is still under way and the report in summary of this situation states: "As for our own organization, we have considered that the action of our 1938 convention established a policy of the organization which demanded that we encourage and support such a national vacation with pay movement and with concurrence of the Grand Executive Council all our general chairmen were advised to serve the uniform notices upon railway managements in conjunction with general chairmen of the other cooperating organizations on May 20 of this year. General chairmen of all 14 organizations served the same request upon their managements on the same date. We are asking that in event our request is not acceptable to individual railroads that arrangements be made for national handling of the subject. . . . We feel that the employees represented by these fourteen cooperating organizations are unquestionably entitled to vacations with pay and that the time is here when the railway industry should be compelled to follow the example of other large industries whose employees have generally enjoyed this condition for a number of years."

The grand president explains the organization of the Railway Labor Executives' Association, of which the B. R. S. of A. is a member, and discusses some of the many problems of National importance to railroad labor which the Association is now handling.

The report covers in brief detail the present condition of the railroad retirement system and the existing unemployment insurance system. It describes the cooperative efforts of the associated railway labor unions in connection with the so-called omnibus transportation legislation which has been pending before the U. S. Congress for some time. A report is made on the cooperative efforts to assist the competitive position of the railroad industry and thereby improve the existing employment situation. Brief reference is made to the part the railroad unions are taking in the present national defense program of the U. S. government. Our grand president is one of four railroad labor executives serving on a Labor Policy Advisory Committee in connection with this program. The report also contains information on the proposed system of accident compensation for railroad men and the prediction made that such a badly needed system will be in effect during the next few years.

The Railway Labor Executives' Association is now endeavoring to have the Railroad Unemployment Insurance Act amended so as to increase benefits to unemployed railroad workers. The rate of taxation, which is 3 per cent on payrolls of the railways, would not be changed. In addition to the bills introduced in Congress to improve the benefits, there have been other bills introduced on behalf of the railways which would decrease the taxes but only slightly increase the benefits. The grand president's report comments as follows on this legislation:

"At the time this report is being written, the railway labor bill, containing the amendments we desire, has been favorably reported by the Senate Committee on Interstate Commerce and is waiting action on

the floor of the Senate. We have had much delay and difficulty in getting action by the House Committee on Interstate and Foreign Commerce. We are confident, however, that we will succeed in getting favorable action in both houses of Congress prior to October 1—the date on which the amendatory provisions would become effective."

In the report of the grand president as well as those of the vice presidents, the revision of agreements is shown to be an important part of the organization's work. A number of general revisions have been completed, and good results were obtained. In a dozen or more other agreements comparatively minor changes were made. At the present time there are quite a number of extensive revisions under way and others are on the program for handling as soon as Grand Lodge officers have the time to give to them. On this subject the grand president's report states: "There is much benefit to be obtained for the membership by carrying forward this work. General revisions in charge of a Grand Lodge officer have nearly always resulted in very great improvements in the rules. There are far too many agreements still in effect which were negotiated during the 1921-1923 period and which are badly lacking in clarity and in providing conditions reasonably adequate for the men. It is the continued policy of Grand Lodge to do all this work that is possible each year."

The grand secretary-treasurer's report gives a detailed account of all the Brotherhood funds for the two-year period. Despite the fact that increased expenditures were necessitated by our participation in a number of far-reaching national movements along with additional individual work of our own, all funds compare favorably with the balances of two years ago. It is pointed out that in order to carry out the organization's program—including vacations with pay, revisions of many agreements, and improving working conditions in many other ways—it cannot be expected that expenditures will be reduced.

The grand secretary-treasurer's report contains the interesting information that during the past two year period about 3,400 members have been added to the roles by initiation, reinstatement or deposit of withdrawal cards. In the same period approximately 1,000 members were granted withdrawal cards—in most cases due to force reductions. Only 150 deaths of members were reported to the grand secretary-treasurer during the period.

Bro. Austin's report describes the work of his office in connection with the administration of the retirement system and the unemployment insurance system, especially in respect to the maintaining of records of compensation paid by the various units of the brotherhood and the compilation and transmission of reports to the Retirement Board. Reference is also made to the current work of compiling prior service records of all individuals who have received compensation from the Brotherhood.

The convention this year will be held at the New Albany Hotel in Denver. It is expected that about 140 delegates will be in attendance from almost all parts of the United States and Canada. The Ladies' Auxiliary will also hold its regular convention at the same time and place. It is expected that the work of the convention will be completed in about five days as this has been the experience for many past years. The delegates and visitors are assured of an enjoyable time during their stay in Denver as a committee on arrangements and entertainment, of which General Chairman C. L. Essman of the Burlington is chairman and Secretary Richard Gutterman of the Santa Fe is secretary-treasurer, has been making plans for some time.

To Help Place Workers in Defense Industries

✦ THE Railroad Retirement Board, at the request of the National Defense Council, is making a nation-wide survey of the availability of railroad workers for possible civilian employment in the so-called defense industries. It is expected that with the huge expansion of certain of the country's industries in connection with the emergency defense program there will be need for large numbers of men, particularly those skilled or experienced in the so-called mechanical trades.

The regional offices of the Railroad Retirement Board have been directed to make an immediate survey of unemployed railroad men by sending a "Questionnaire for Employment Service," form T-76, to all men who have registered for unemployment benefits and to all men whose names may be referred to the regional offices by the various railroad labor organizations. All men who receive these questionnaires should cooperate by immediately providing the information called for.

One paragraph from the instructions sent by the Board of the regional directors states:

"In order to reach unemployed railroad workers who have not filed applications for certificates of benefit rights, it is requested that immediate contact be established with general chairmen and local lodge officials of railway labor organizations and that such officials be asked to submit to the regional director the names and addresses of such unemployed railroad workers, who to their knowledge have not at any time during the past year registered as unemployed under the Railroad Unemployment Insurance Act. The more immediate interest of the defense committee is in the skilled mechanical trades and it would be well to contact the shop craft organizations first and the other organizations immediately thereafter."

Unemployed and partially employed railway men who register or apply for work in the defense industries will do so on a purely voluntary basis. It is expected that arrangements will be made for such men to retain their seniority rights and to have their railway status protected and preserved. The Railway Labor Executives' Association and the Association of American Railroads have created a joint committee to deal with all questions of mutual interest that may arise in connection with the government's defense program.

This information has already been sent to local and general committee officers by Grand President Lyon. In his letter he urged that "all our officers and members cooperate with this undertaking, both as a patriotic duty and for the very fine purpose of assisting in getting the nation's unemployed back to work."

Making Democracy Work

By LLOYD M. CROSGRAVE

Workers Education Bureau of America

TO establish democracy where it does not already exist is likely to be dangerous and exciting work but it commands attention. The fall of the Bastille, the signing of the Declaration of Independence, the overthrow of the Czars—such episodes stand out in history.

To defend democracy against autocratic invaders is likewise an act which arouses interest both while it is happening and for ages afterward. The heroic defense of the Pass of Thermopylae in 480 B. C. is comparable with the heroic defense of Finland in 1940 A. D. In both cases the defenders were unsuccessful but "they fell in death but still undying."

To carry on democracy successfully when it has been established and when it is not under fire from abroad is unlikely to be either dangerous or exciting. It is, in fact, rather humdrum. Yet it is anything but an automatic process. Democracy is based on the assumption that the average citizen is interested in important and wide-reaching matters and that he is willing to give much thought to them, both in their immediate and in their long-run aspects. The supreme test of democracy lies not in its establishment nor in its defense, but in the wisdom with which it is carried on.

Dictatorship Backward Step

What has been said applies, of course, to the two chief varieties of democracy—political and industrial. Both are very new in the experience of the race—very new as compared with autocracy. When a modern state declares it is "totalitarian," it is merely employing a euphemistic term, of course, to tell the world that it has slipped back from modern ways of government to the darkness of ancient dictatorship. When a modern industrial concern insists upon dealing with each of its employees individually, it is, in fact, proceeding on the dictatorial basis of an ancient Roman estate. Political democracy and industrial democracy are relatively new things. It is only with struggle, as a rule, that they can be established; it is only with struggle that they can be defended against the encroachment of ancient autocracy. These attainments, however, though by no means easy, are comparatively simple compared with the supreme achievement of making democracy work. The first two call upon men to die for a cause; the latter calls upon them to live for it.

In the labor world, of course, the carrying on of an active campaign to secure recognition or to win specified demands calls for heroism of a high order. While the struggle is on, the heroism can usually be counted upon—indeed it is often regarded as a matter of course. This is as it should be. It is during the long months and perhaps years in which no acute crisis occurs that the metal of the membership is tested. Is attendance at meetings well maintained even though no fines are imposed for absence? Are dues paid regularly, even in the absence of the check-off? Is there a constant endeavor to learn more about organized labor in general and about the industry with which the union is affiliated, to the end that wise policies and progressive measures may be formulated? Is the welfare of the union considered by the individual as being paramount to his own welfare? Are far-seeing, canny leaders followed rather than impractical hot-heads? These are among the things that determine whether or not a labor organization is a success or a failure. Success depends upon heroism but not the heroism of excitement, however necessary the latter may be in time of crisis.

The analogy between this and political democracy is obvious. Political democracy in Europe is undergoing a fearful attack by totalitarianism (primitive despotism). Both the fascist and the communist brands of totalitarianism are engaged in the assault. Already many heroic deeds have been done by those who have been more than willing to risk their lives in order that democracy might live. Never before, probably, was so formidable an assault made by the ancient upon the modern world. The outcome in Europe is in doubt.

Whether or not democracy shall survive will probably be determined, not chiefly by the way Europe and Asia die, but by the way America lives. The hard possibility exists, of course, that we may ultimately be drawn into the conflict. We are as yet at peace, however, and present to the world the only large-scale example of democracy working under normal conditions. If we proceed with wisdom, moderation, and due regard for long-run results, we shall have proved that the human race is not too young—not too near the jungle—to permit democracy to function successfully. If, either because of lack of prosperity or exceeding prosperity, despair or exuberance of spirit, we play the fool, we shall have gone far to show that, whatever virtues democracy may have, it is too advanced for this generation. The problems confronting the citizen of America at this time are more numerous and complicated than those that ever before confronted the citizen of this or any other nation. Those who, like Jefferson and Lincoln and Gompers, have faith in democracy, believe that we—that is to say, the 130,000,000 persons in America—are capable of meeting and solving these problems, if not with superhuman wisdom, at least as wise men and women, worthy of being citizens in a democracy. That is our immediate unspectacular but very difficult and altogether important job.

Obituary

Leroy Wyant, superintendent telegraph and signals of the Rock Island Lines, Chicago, and an employee of that railroad for more than thirty years, died on June 26. Mr. Wyant began work for the Rock Island in 1909 as wireman in the signal department and served successively as signal maintainer, supervisor signal construction, assistant signal engineer and signal engineer. He was appointed superintendent telegraph and signals on May 13, 1940. Born in Nobelsville, Indiana, 55 years ago, Mr. Wyant attended Purdue University where he distinguished himself as left end of the "Boilermakers" 1908 football team. He is survived by his wife and four children—John L. Wyant of Solon, Iowa, and Raymond and Donald Wyant and Mrs. Mary Maxine Wemlinger of Chicago.

Organization News

Ladies' Auxiliary

By the time you receive this number of the *Journal*, most of you will have completed final arrangements for going to Denver for the convention.

I do not know what your thoughts have been lately, but with me the capital thought has been the Auxiliary; to make it bigger, better and broader. I am wondering what you intend to put into this Auxiliary. Will you give of your time, your knowledge and support, together with constructive criticism that will help to make this organization what it should be? There isn't a woman in the home where this *Journal* goes that shouldn't be working for this organization. It's useless for a few officers to try and make this movement international unless there is more interest and cooperation shown by both men and women.

I am looking forward to the best convention of the Brotherhood in history. I believe there is going to be exemplified more of a satisfaction of what has been accomplished the last two years. There is going to be an expression in the hearts of men that better times are in store for the coming two years, that the depression is broken, and when the future is bright it lightens the heart, creates new hopes and causes a radiance of sociability; there is no better place to do this than through the Auxiliary.

Announcements will be made from the platform Monday morning concerning the Auxiliary sessions. Won't you please make it your business and consider it a privilege to get acquainted with the Ladies' Auxiliary? Make their room your information headquarters, get acquainted with these women who have given of their time for several years, and in many cases gone far beyond their strength for the good of this organization and for you.

It's good to know I will get to see many of you this month. Bring your problems, constructive criticism, and an ambition to help—I need your help.

LAURA ESSMAN,
Grand President.

Relay 9, Southern Pacific

Relay 9, together with B. R. S. of A. 104, met at Rosslyn Hotel, Los Angeles, July 6. After fellowship together at dinner, the ladies remained in the room for a meeting, the men retiring to another room for their meeting. The principal item for discussion was the question of sending a delegate to the convention. The president, Mrs. Lester, was elected delegate with Mrs. Server as alternate. However, both ladies expect to attend.

Our correspondent, Mrs. Veale, was detained at home the night of the meeting so our write-up will be lacking in its usual vein of journalistic artistry.

Two ladies were received into membership at this meeting. We welcome them and hope there will be others in the near future.

Mrs. Lester has returned from San Francisco after a stay of 5 weeks while Mr. Lester was in the Southern Pacific Hospital in that city. He is much improved in health but is to be placed on the retired list. Mrs. F. Hovey of Saugus is recovering nicely from a major operation, but was not able to be at the meeting. Mrs. W. F. Browne and Mrs. R. Wicki were not well enough to be with us. We missed these ladies, as they surely missed the rest of us.

A. M. S.

A. T. & S. F.

Lodge 33, Eastern Lines

A joint meeting of Locals 20 and 33 was held at Kansas City, Mo., on July 7 at Hotel Muehlebach. The meeting was well attended by members from both locals, which covers the territory from Chicago, Ill., to Purcell, Okla. Some in attendance traveled a long distance, thus showing their interest in helping to make our daily task more enjoyable and our home life more secure.

As the coming convention is only a few weeks off, instructions were freely given to our delegates and the assignment imposed was certainly a very responsible one, and it should be, because the membership interest must be protected by those who are to represent each local as delegates.

The Eastern Lines, due to a shortage of signalmen, have called back all those who have been furloughed to other districts. Some are not returning, because of the uncertainty of future work as one is unable to live on a few months' work. In winter it is even more difficult because of increased living costs.

Lyn Rhea has left the Eastern Lines and now is employed on the Western Lines under Supervisor Artman. Bro. Watson's condition has been reported somewhat improved at this time. All those who possibly can, call and see Bro. Watson or drop him a line. His address is 501 East College, Guthrie, Okla.

Bro. Houser had the hard luck of losing his motor car by one fast running freight, but was fortunate enough to escape himself.

Your attention is called to your membership, and why so? Because if your dues are not attended to as they should be, before the 60-day period of this quarter, your protection from your lodge will be an impossibility. As a member, are you doing your part to make your organization 100 per cent?

The following changes have been made on the Oklahoma Division, which takes from our membership some of our best members, but the membership of Local 33 wishes them the best of success in their new line of endeavor. Henry Eberle, supervisor on the Oklahoma, received an appointment as government inspector, he being displaced by E. H. Salsberry, inspector from Eastern and Kansas City Division, also Missouri Division. John Ames, maintainer at Arkansas City and foreman of construction gang working at Orlando, Oklahoma, was assigned the place held by E. H. Salsberry.

F. L. Tanner, maintainer at Newkirk, Okla., was assigned the foreman job at Orlando, Okla. Loyd Newberry, from Middle Division and signalman on the gang at Orlando, Okla., was assigned the maintainer job at Newkirk. Maynard Spencer from the Middle Division was assigned the maintainer job at Arkansas City, Kansas. Bro. Keeton was recalled from the Western Lines to take up the shortage of man-power on Eastern Lines.

Clifford Hutley now has two responsible positions, one being the assignment of the maintainer position at Guthrie, Okla., the other that of a newly married man, and Local 33 sends Bro. Hutley and the Mrs. our congratulations.

CORRESPONDENT.

Lodge 121, Gulf Lines

We enjoyed a fine meeting Sunday, July 7, at Temple, Tex., in beautiful Kyle Hotel. We had a greater number present than at another meeting in several years, and everyone was brim full of enthusiasm and good fellowship. We passed upon four applications for membership, and also four for reinstatement. All of which makes us very happy.

There seems to be plenty of work in progress on Southern Division in the signal department. Two Southern Division gangs and A. H. Hoyt's gang off the Northern Division are in the midst of it. There has been curve straightening, signal moving and a great deal of general repair work.

There was a nasty wreck at Stephenville a few days ago, in which a "flasher" was badly smashed. W. E. Bachus has been there this week with a number of men from gang No. 2 helping with repairs. A. T. Payne, with his gang, has been installing a set of flashers at Navasota.

The idea of a vacation wherein one may return home, not broke, but with the prospect of his usual check coming on the first or sixteenth is surely a grand thought. I do think signalmen deserve that consideration, and hope it will soon be a reality.

Our lodge was sorry not to be represented at the last joint meeting at Newton. E. E. Kennedy was sick, also was unable to get permission to be away, and I did not learn why Bro. Payne failed to attend. We will do better next time. The next joint meeting will be held Sunday, September 15, at Texas Hotel, Ft. Worth, Texas. The next meeting of Local 121 will be on this same date and place, starting at 9 a.m.

Some grievances have been settled in favor of our boys just recently on the Southern Division with very little controversy. Again our organization shows its care and protection for its members!

I am so very sorry to hear of the illness of Bro. and Mrs. Watson, at Guthrie, Okla. I hope they are both well long before this.

Lindsay Kelley had a "fine" case of ptomaine poisoning a week ago, but I think he is back on the job now.

Lodge 172, Albuquerque Division

It seems our correspondent has been somewhat slack the last few months. Probably due to so much work getting ready for the lightning season. As you will observe, the maintainer's pockets

bulge with track resistors and fuses when he starts to work. Now if you observed this before, it was probably switch light bulbs, as we have had a little mix-up and got a few of the wrong kind of bulbs. But from the news today, England must be having the same trouble with bombs.

We understand the Albuquerque Division signal gangs No. 1 and No. 2 have ten miles of signals cut in service on the new double track between Joseph City and Holbrook and are now working between double track junction and Holbrook. Most of the maintainers on the Albuquerque Division have been busy taking out and jumpering around 502 strain insulators in cables, next to instrument cases, cable poles and signals the last few days.

L. A. Harms has been changing out A. C. relays the last week on his territory. He had just finished with the last shipment and the next morning woke up with lumbago. We hope that he has recovered by now. Walter Rawlinson is working between Williams and Flagstaff on the new rail relaying. C. A. Crista has been seen zooming around in a sporty new 1940 Chevrolet car lately; evidently prosperity has struck again with me out of hearing distance.

Which reminds me that it is time to pay your third quarter dues, so let us get that check or money order in the mail today upon receipt of this. O. P. Smith will be more than glad to send you your cards and buttons. I also want to remind the non-members that the two-cent an hour raise more than pays their dues. Let us make this local one hundred per cent!

Say, brothers, do your feet hurt when you get home after walking track inspecting bond wires all day? They do? Well, what do you know! So do mine!

G. R. H.

Baltimore & Ohio

Lodge 94, Western Lines

A small gang is removing derails and changing some of the wiring at AK tower. "Slim" Collier, signalman "deluxe," is sporting a new Buick coupe. We have some helpers and assistant signalmen painting cable between No. Lima and Toledo. Frank Cullison was awarded the helper's job at Connersville, Ind.

With business improving the way it has, we hope the company will let loose with some money so we can keep all the extra men working. There is lots to be done.

I suppose you have read by now that the brotherhoods are trying to get us two weeks vacation with pay. That would be very nice. I hope the non-members have seen that too and are ashamed of themselves and pay up to help the cause.

D. L. M.

Boston & Maine

Lodge 120

At the July meeting it was suggested that we hold a special meeting in Greenfield for the boys on the West End who cannot get into Boston for the regular meetings. This meeting is to be announced later. Another meeting is to be held in Concord, N. H., for the brothers on the North End. These two meetings are to be held on some Sunday in the early fall.

It has been suggested from time to time that we have a signal school where the brothers can discuss various types of signals and their functions. Several men capable of giving instructions on signal work have volunteered to give their time if enough interest is shown. Instructions will be given on coded signals, APB systems, and interlocking.

If you are interested in this school, write to me and if possible an instruction period will be arranged in or near your location.

ARTHUR S. WILSON,
Hotel Manger, Boston, Mass.

Boston Terminal

Lodge 90

A. C. Smallman, general chairman of the Boston Terminal for the past thirteen years, has been promoted to supervisor of interlocking, Boston Terminal Co. Bro. Smallman should easily fill the position as he has had 35 years experience in the signal department.

He has served our organization faithfully, being on several committees at our conventions, also representing our Brotherhood at the Massachusetts Legislature in labor measures to better the cause of labor. For a hobby, Bro. Smallman is one of the best known amateur radio operators in New England, owning his own station.

The members of Local 90 wish him success in his new undertaking and will pull for him just as hard as when he was our general chairman.

THOS. J. McCONE.

Canadian National

Lodge 118, Montreal, Quebec

Another summer season is fast drawing to a close, a summer which has seen a steady increase in traffic over our lines, which, incidentally, creates more work and responsibility for the signal forces. *Work* and *responsibility*, important words, brothers, at this critical period in the history of our country and empire. It is up to everyone of us to take them seriously and to do everything in our power to keep things moving speedily but safely in order to hasten that ultimate victory of which there can be no doubt.

As I write these lines word has come in that the necessary amendment to the B. N. A. Act has been approved by the British Parliament, which will enable our government to establish unemployment insurance; this I am sure you will all agree is another step forward in social legislation.

I want to appeal to the members of this local to take the word *responsibility* seriously, not only with regard to their duties to the State, but also with regard to their duties to their local. Our responsibility does not end with the payment of our dues; on the contrary, our support is needed to carry on the whole work of organization.

I appeal to you again to attend our next meeting on September 14. Do not lose sight of the fact that lack of interest in labor organizations and other institutions of a democratic nature may have been one of the contributing factors for the state in which Europe finds itself today.

Therefore, brothers, do not accept the benefits of democracy and shirk the responsibilities. Give your support to everything that is democratic and this old world will still be able to laugh at the forces of oppression.

B. W.

Canadian Pacific

Lodge 122, Ontario District

The Royal York Hotel, Toronto, was the scene of Local 122's July meeting on the evening of the 6th. A fair turnout was present and a very orderly meeting was conducted under the direction of Local Chairman O'Neil account the absence of our chief signalman.

The minutes of the past meeting were read, as were the minutes of Local 144's June meeting. This exchange of minutes by the two locals is proving to us here in Local 122 as very interesting and instructive as it gives us first-hand information as to the problems of Local 144 as well as their sentiments in regard to matters of mutual interest. Often items in these exchange of minutes coincide with and further enlighten us in regard to matters our acting General Chairman Connors brings before our meetings. I trust that the interest and benefits derived is likewise realized in Local 144. The matters discussed were of an ordinary nature and our acting general chairman informed us that as yet the company had not seen fit to allow the five days as requested by the membership for the rejection of a position after appointment to same by advertised bid.

The thought in mind by the members requesting same was that in the event of a position being advertised not all members would be familiar with the section involved nor with the locality of the designated headquarters, housing facilities, schools, etc., and although many men might be desirous of changing their position or location it would, account the distance often involved, necesitate the loss of time and the incurring of expense to men desiring to bid on the job who first desire to acquaint themselves with the conditions as mentioned before submitting their bid, so that in event of their being the successful applicant they won't be jumping out of the frying pan into the fire.

As it is now, when a man bids on a job, unless he knows the section involved, he has to, on his own time, leave his job and investigate the one up for bid. More than probable, after all the loss of time and expense, some older man is the successful applicant and nothing but pure loss is gained by the non-successful but careful chooser of positions. Likewise, the company could be put to an inconvenience if by chance eight or ten men desired to bid and before doing so were to ask for one or two days each to look the location over before submitting their bid.

Some say that if a successful applicant doesn't like the position after being appointed to it then he can bid back his old job when it comes up for bid. That's all right if he gets it, but in the meantime some older man may bid on it and then where are you?

Another argument is that oftentimes when appointed to a position the company asks the successful applicant to fill the position within twenty-four hours

after the closing date of the advertisement. Surely a man who has a bid in doesn't want to sit on top of his household effects all crated before such date, because, as said before, some older man may also have a bid in.

By being allowed the five days to work the job and retain it or else return to his former position, he would, at no expense to himself or the company, be afforded the opportunity of determining whether or not he can properly handle the job, which should be of interest to the company, and determine facilities as afforded by the locality for the welfare and particular needs of his family. During the five days involved his former position could be covered by a temporary appointment by the company. Personally, I believe this might to some extent eliminate some of the shuffle which now occurs when a position becomes vacant.

At this meeting we were informed of the reinstatement of E. Kimpton, helper at Agincourt. Now "Kimp," as we all know him, has in the past been an active and very energetic worker for the good of the organization, and I am sure everyone is glad to see him back in. May his membership be long and as mutually beneficial to him as I feel it will be to us.

The construction gang is still at Canpa, nearing the completion of the job which, when finished, will practically mean Canpa will have been rebuilt. A busy and fast train movement plant which is well worthy of attention, particularly in view of the fact it accommodates both C. P. R. and C. N. R. train moves. Several of the gang men have of recent date received raises in pay, which in most cases amounted to restorations to their former positions, and in all cases consistent with their duties as have been and are being performed. It is only too evident that the men are turning out the work and in much better humor. Incidentally, I am included among the more fortunate.

F. GEO.

C. R. R. of N. J.

Lodge 54, Roselle, N. J.

Groups of interested men and boys crowd around watching a gang of signalmen erecting a new relay case and color-light signal on the right of way at Bound Brook. Each of the onlookers wonders at the maze of wires, glass enclosed boxes with their shiny contacts, and the various metal parts being assembled to complete the signal apparatus. The less timid ask what makes a signal work, curious as to this and that of our intricate work. The passing crowds watching our craftsmen while in pursuit of duty, is still another picture of Americans at work.

Passaic draws young blond-haired 2nd trick maintainer, Rudy Kirkman, who is fast turning out to be champion soft-drink consumer of the Newark and New York Branch. Lester Huff, husky member of Charlie Knowles' Central Division construction gang, is a member of the Somerville Softball Ten. All challengers are assured of a fair deal when meeting Huff's might-men. Perhaps Joe Kuzusko, Woodbridge Junction Tower helper, can get his Amboy Farmers' Team together for a match with the Somerville-ites.

Weather thus far has been most unusual, one day finding snow in the Pennsylvania mountains and the next a roaring thunder storm only felt in July's hot, sultry atmosphere. Switches in interlocking plants take a real mechanic to keep proper adjustment at these trying times.

Jack Heaney, George Horn, and George Snyder can attest to the fact that cable pulling with skeleton gangs on the Lehigh and Susquehanna Division is arduous work.

It's a boy at Emil F. Mascot's home. Jake, popular young maintainer at RU Tower, Elizabethport, and Mrs. Mascot have our heartiest best wishes.

Ed. Horner, WO Tower-Barber 1st trick EP maintainer, is all aglow with pride, as his two likable sons, Tomm and Charley, have been accepted for Uncle Sam's Navy.

Joe Morrison, signal foreman at Jersey City Terminal, Tower A, who was off duty for a week due to illness, is now back on the job, but must take it easier than heretofore, an almost impossible act in any signal department.

There is some agitation for another clambake or picnic. No committee has been appointed to date. It is expected there will be more definite word for you in a later issue. The 1939 affair, unfortunately, ran afoul of a continuous rainy day, which kept attendance at a minimum. Those who did attend felt amply repaid for the fun and convivial company.

Have you noticed the many splendid articles which appear monthly in the *Journal*, your magazine? This scribe can appreciate the fine work being done by our editors, and we thank them for it.

Friday, August 16, is the regular meeting night. Hope to see you there.

LOUIE E. DuMONT.

Chesapeake & Ohio

Lodge 139

Local 139 held its regular meeting on July 7 at Ashland, Ky., with a good number of members present. Several new rules were discussed and everyone was well pleased with the progress the B. R. S. of A. is making on the Russell Division and the whole C. & O.

We wish to thank Grand Vice President Cone and General Chairman Goodman for their good work for the past few months.

R. L. PURCELL.

Chicago & Eastern Illinois

Lodge 174, Danville, Ill.

We had a very good meeting on July 7, but some of you are getting a little careless about attending. You are missing some good arguments and could learn something for your own good if you would only attend.

We have the committee appointed to take care of things for our all-day meeting in October, so you should come to the next meeting to give us your advice on just what you want.

We initiated two additional members at our meeting. We also had two new members at our meeting in June. I understand signal gang No. 1 is still at Vincennes installing flashers and is being assisted by the T. & T. gang in charge of "Duke" Middleton. The extra signal gang is somewhere down in Egypt installing flashers under the leadership of R. D. "Lefty" Simms.

I am told that all the available signalmen are at work and that extra T. & T. men are being assigned to the signal department. Since all the rail laying is done, the signalmen can now dig in and rest.

What has become of the take-offs that were to be installed for the use of us maintainers? It seems that we have been forgotten.

Don't forget to plan on attending our October meeting, and don't forget to pay your dues, because I have several cards that should be taken up immediately.

A. HILL.

Chicago & North Western

Lodge 130, Chicago, Ill.

Once more Local 130 held its regular meeting on the second Thursday of the month, the 11th of July, at the Bismarck Hotel. In case some of the brothers have forgotten or don't for some reason know, we meet there the second Thursday of every month, so why not come down? Now, for instance, this last meeting we had a brother who attended for the first time since "Noah's pooch was a pup," and that's a long time! He was glad he came, for he got the information he wanted; and it was not as he had gotten second or third hand, and he went away satisfied feeling very much better than when he came into the lodge room. So you see, brothers, why not come down to the meeting, and if there is anything you are in doubt about, ask about it and get a straight-forward answer that will tell you all you want to know.

Bro. Becker was kept busy answering questions about the new signal shop as so many of the brothers seemed to have formed their own personal opinion about it and were wrong. Therefore they could not give a true interpretation of what was to be done.

We had the honor of having with us General Chairman I. M. Fisher, who gave us many bits of valuable information, and he was kept busy answering questions. He doesn't have to have a scratch pad to glance at to remember things, either, for Bro. Fisher has a lot of reserve room in that brain of his, together with his years of active service as general chairman to give out any information a brother might ask for.

Now we have our own Bro. Becker, local chairman of the Central District and vice chairman of the system committee, who has proven so many times his ability not only to write a rule but to interpret it so that anyone will know its meaning, which he has done so many times and shown his ability to fill the office to which he has been repeatedly elected. Bro. Becker is to be commended for the efforts he has put forth in behalf of Local 130.

My Helper (Tiny) Geer has been set up temporarily to an assistant and is now working with Geo. Vasa at Kedzie Ave. I now have Wm. Becker, Jr.

JAKE NAGELL.

Chicago & Western Indiana

Lodge 32, Chicago, Ill.

By the time this is printed one of the "old faithful" interlocking plants will have been taken out of service. It is

known to the old timers as a straight air system and will be replaced by a new plant, consisting of EP switch machines with CP valves. Signals are the U. & S. Co. Style H-5 searchlight type, a very nice system.

Although these changes present a more complicated system of interlocking to the men who had for so many years been accustomed to the old plant, there are many obvious safety features and it is to be assumed that traffic will be handled more rapidly and efficiently.

The signal gang has been increased considerably this spring and summer on account of the new installations. We are glad to see the boys getting this extra work and hope that everyone is appreciative of the fact that the B. R. S. of A helped to bring about the improved conditions.

Joe Reif will be taken in as a new member at our next meeting. R. O. Campbell of Lodge 69 on the Pennsylvania Railroad has been transferred to this lodge. We hope others will follow soon. Frank Croul is spending a week's vacation in Wisconsin. His territory is being kept under the watchful eye of our young and efficient signal inspector, Frank Zabrockas.

There is an apparent shortage of signal employes, since the inspector has to be used for a relief maintainer. It's time you helpers and assistants were awakening to this fact and doing some serious studying. With the constant new developments and improvements in signaling, a real progressive attitude on the part of the workers is essential for advancement.

We have our regular meeting every fourth Thursday of the month at 304 West 47th St., Chicago, so come out to the meetings and listen to and get into the discussions. Never a dull moment! Hope we hear some good news soon re vacations with pay.

EDGAR WALKUP.

Chicago Great Western

Lodge 98, Oelwein, Ia.

We are glad to report a fine July meeting held at Hampton, Iowa, July 14. This meeting was well attended; much can be done at a meeting of this kind. A fine picnic lunch was served at noon, after which fishing and swimming were enjoyed by some.

The next regular meeting will be held at the home of H. C. Luther, Sunday, August 11, at the City Park, Oelwein, Iowa. Picnic lunch at noon, meeting in the afternoon to be called at 1:30 o'clock. This afternoon meeting was called at the request of a number of members. If it will make it more convenient, we will hold more such meetings.

9889.

C. I. & L.

Lodge 91, Lafayette, Ind.

The regular meeting was held on the 30th. There was a good crowd, good humor, lots of talk, but if you want to know what it was about you will have to come up and meet with us. Will put out this much, we now have two new members, Brothers Adair and Gorham, and one reinstatement, Bro. Leachman. Glad to have them with us! There are but two men in the department now who are riding free, one of them hasn't a single reason for not being in, and neither has the other.

The gang has been on my territory for a little over a month now, three flashers, two at Bedford and one at Mitchell. They fixed up a few bad spots for me. Our big dame getter still has an interest in Bedford. That Irish anchor is having a quieting effect on Jitney Jr., too. One of the Smith brothers told me I sure was lucky not to be on construction work. The first 20 years is the worst!

I covered the north end last month and the only setoffs I noticed were in front of car houses, and they were not so hot. Mr. Osborn promised to get planks for you fellows, but he is a busy man, so don't let him forget it. An 8 or 10-in. plank angled up under the ball of the rail and the rest nailed to the ties will not pick up dragging equipment or cause any trouble; at the same time it gives the right lift to the wheels. There is a lot of time wasted walking to your work from some place a car can be removed that could be used to a big advantage if set-offs were placed reasonably close to signal and track locations.

Bill Isbell has developed a bootleg wire out of our new soft strand bond wires. Saw off the taper pin and head close to, but not in the weld, drill a 9/32 hole in what is left to fit over the bootleg terminal. A short piece of your neighbor's garden hose for insulation and she is ready to install; 15 minutes to make and 5 to put in service!

At the next regular meeting, September 27, will be nomination and election of officers for the next two years. Let's have a good bunch on the job that date. Here's one for the book—C. R. W. has unloaded his 27 A for a 37 V8.

We were very sorry to learn of the death of Leroy Wyant, superintendent of telegraph and signals on the C. R. I. & P. Mr. Wyant was our first supervisor on the Monon in 1912, and was well liked by all who knew him.

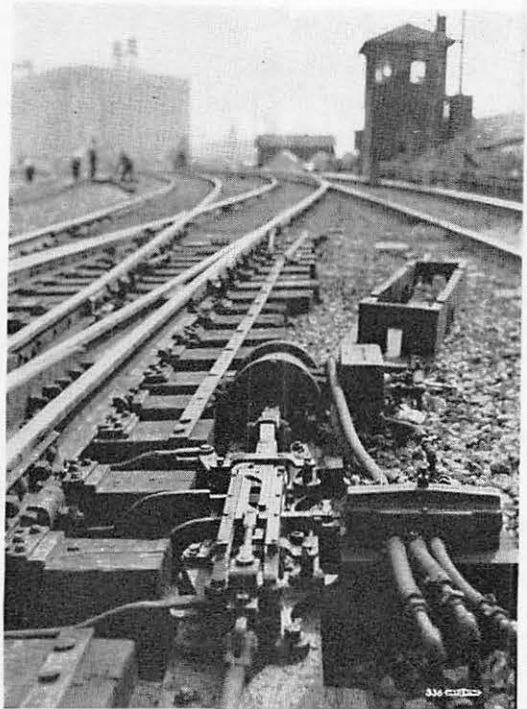
The gang is putting in a flasher at New Albany this week. They have three more jobs, road 43 west of Wallace Junction, No. 48 south of Cloverdale, and one at Westville. Estimates are in for the new State 60 at Mitchell and one at Parr. John Orr is cooking for them now. Stew is still wondering what is the matter with him after Dr. Smith diagnosed his trouble. Mr. Stradling is on a two weeks' vacation; did not find out where he went but we all hope he has a good time. Mr. Ireland starts his vacation the 28th. He is going to the lake at Monticello.

Results of Proposed Changes

I understand that all objections to the signal removal have been withdrawn so this should go through the I. C. C. soon. This will release about 8 hours per signal per year. On paper this looks big, but when you figure the work units we are responsible for, it merely means that a few more of the things on these long territories that have not been getting the attention they should will be better taken care of. I'd be scared to even try to figure the time required to properly do our work and compare it with what we are doing, and nearly every week something more is added on. There is an old saying on the Monon that if no one else knows how to do it, give it to the signal department. For the past 5 or 6 years we have been maintaining the signals on this pike at a saving of about $500 a week over previous costs. We are still grinning, but getting damned flat bellied!

J. B. HEMPHILL.

Signal gang on C. & W. I. and a switch machine in straight air interlocking, which is being replaced. See news from Local 32.



C. M. St. P. & P.

Lodge 61, Lines East

M. E. Barton is now maintaining signals at Aberdeen, S. D. . R. D. Baker is now making his home in a fine new trailer. His crew is down on K. C. Division putting in crossing signals and any other work required.

The new crossing signals at 13th St., Marion, Iowa, were put in service the forepart of July. Coe and crew did the work and are now installing storage battery at one signal location east of Marion Junction. Also, a new train order signal is being installed at Marion dispatcher's office.

Lars Larson is maintaining at Summit, S. D. Fohey's crew has been at Norwood, Minn., making an automatic plant out of a mechanical plant where M. & St. L.

crosses the Milwaukee. Paul Mather has been at River Junction, Minn., and expects to move to Monona, Iowa, with crew.

Mc.

C. R. I. & P.

Lodge 17, Kansas City, Mo.

Since all the regular men are members it should be brought to the attention of three extra men who are non-members that they should be members now.

Brothers Dockery and Miller are back on the Missouri Kansas on a rail relaying job and some other work too, when they get done on that. The Wabash and R. I. emergency push button releases were completed the first part of July at Lock Springs by Brothers Moore, Meuser, Signal Supervisor Nordholm and myself. Mr. Nordholm hoped to have a gang do this, but it turned out to be a rush job and we couldn't wait. This shows there should be a small gang on this division as well as other divisions. There is not only work to keep them busy all the time, but it would save taking maintainers away from their regular duties.

We have a new girl at our house, born July 3, name, Sandra Sue. Of course we had another name picked before she came, but it wouldn't have been right to call her "Hank."

2305A.

Lodge 23, Des Moines, Ia.

The regular meeting of Des Moines Lodge No. 23 was held at the regular meeting place, Randolph Hotel, beginning at 1:30 p.m. on July 14, with quite a good attendance. The lack of a jovial and boisterous attitude on the part of some of our more carnival-spirited brothers was quite noticeable, due to the recent sudden and untimely death of our much respected signal engineer Leroy Wyant, who passed away at Chicago on June 26 after a brief illness. All faces present wore a more serious expression as everyone realized that there was sorrow as well as joy in the world of signals.

Discused Safety Conditions

When we got down to business, the most important item discussed was the motor car and set-off proposition. One would think they were inseparable, but we find on some sections of our track, they are as far removed from each other as the two poles. Now, everyone talks set-offs and maybe we can get something done out here with plenty of agitation.

Watch yourself and motor car, boys. With added train speed, newer, higher steel, heavy motor cars, and few set-offs, remember the hazards! Think safely.

L. W. Schildmiller, acting general chairman, paid us his first visit since taking over that office and gave us information on various subjects. We were very glad to have him with us.

Remember the regular meetings the second Sunday in every month!

F. N. McKay.

Lodge 40, Chicago Terminal

Local 40 held its regular meeting on the evening of July 18 at Blue Island, Ill. The meeting was called to order and roll call was taken. The minutes of the previous meeting of June 16 were read by Local Chairman L. W. Schildmiller.

Many items of importance have been brought up for discussion at the last two meetings. Among these were the two-hour spread for the lunch hour, construction of proper set-offs at signal locations, the condition of the signal helper doing helper's work alone or work confined to his scope and not that of an assistant or signalman, and vacation with pay for signal employes.

Surely the management can plainly see that the set-off proposition is entirely one of safety first. If no set-off is available at the location where work is to be done, the car must be lifted from the tracks the best way possible, and when the car is loaded this is practically impossible and can easily cause trouble. Not only does this condition exist on the terminal, but on the entire Rock Island system as well.

It was also agreed upon to send our local delegate to the Convention to be held in Denver commencing August 19. We are glad to have a new member added to Local 40. Geo. Alinger of the Rock Island Division is the new member, and we hope to be able to see him at a future meeting and get acquainted. Five transfer cards were accepted into Local 40. Two of these men, F. W. Laverty and W. B. Johnson, are located at Moline shops. The other three, H. A. Zalenke, R. G. Fuller, and W. G. Estes, are Rock Island Division men. We welcome these members into our local and hope the services of Local 40 will be of help to them.

Meetings Are Worth While

We had a good group of men present at the meeting and feel that considerable good is being done in many respects. However, there were several vacant seats and we hope that at our meeting on August 15 that the entire membership turns out. No member is going to profit by remaining away from the meetings. This is the place where everyone has a voice to state his own ideas and what he thinks is right and proper. When one remains away he cannot expect the organization to carry on. It is for the individual member, and if it is not carried on no one is going to suffer except the men. Let's all make up our minds to set aside one evening each month for the express purpose of attending our local union meeting and I'm sure that in the end it will pay.

Our next regular meeting will be held at 7:30 p.m. on August 15 in the Lodge Hall in Blue Island. Come if possible.

DON.

C. St. P. M. & O.

Lodge 168

Nothing definite yet as to the next meeting, but we hope that by the time you read this our agreement will be all fixed up. A meeting between union representatives and company should take place real soon, and as soon as that has taken place a meeting will be called. This next meeting is to be in Eau Claire, and again I wish to ask all of you to do your level best to have a good turnout.

Everybody in the department seems to be more than plenty busy, and with business very good there should be a lot of work coming up for all of us. Pretty soon the grain moves out here on the Western Division and when that time comes the rails are a very busy place.

Another thing, fellows, is that the third quarter started on the first of July and up to today there are some of you who haven't sent me your dues. Please make every effort to have this all straightened out.

GERARD MOLINE.

Elgin, Joliet & Eastern

Lodge 97, Joliet, Ill.

There have been rumors of new jobs in crossing protection on the East End, but at the time of this writing nothing definite has been said. On the East End Nils is doing quite a bit of changing for the signal inspection law. At the ship canal they have the locks in and time release, track circuits, and manipulation chart in service. Now about all they need is the marker lights for the indication of stop and stay signal and the ship canal will be about complete.

Paul Elliott, Art Jensen, Art Edson, and Old Buck have been busy making all these changes. When Nils gets to Griffith, he'll have plenty of changes to make for the law, besides laying rail on the Erie and also on the "J" and doing a lot of general repairs.

In Joliet, Carl Wojnarowski has been busy fitting up new parts for the spring switches on the whole line. On the West End, I hear Big Hank (Galski) is up to his old tricks again of trading. I hear he traded some sows for a tractor.

Bill and his gang are at Leithton making the changes on West's interlocker. At the time of this writing the boys are just getting a start, so I can't tell you how far they are.

Don't forget those buttons and the meetings on the last Thursday of the month.

HOWARD DIETER.

Erie Railroad

Lodge 45, Paterson, N.J.

The regular meeting of Local 45 was held at Stueben Hall, Paterson, N.J., June 18, with Chief Wm. Gosling presiding. Attendance was very good and much important business was discussed. All the brothers have received and signed their ballots stating as to what road on which they wish to maintain their seniority.

As the votes check up to last report the men now working on the N.Y.S.&W. have voted to stay, but they have till July 27 to decide. The brothers on the N.Y.S. & W. now are E. Ross, maintainer, Butler; M. Whitaker, maintainer, Pompton Jct., and helper, H. Readyke; C. Hiller, maintainer, Passaic Jct. and helper; F. Collins, maintainer, Hackensack with helper; Wm. Schrauger, telephone maintainer, Hackensack.

General Chairman Wm. Wilson is planning to attend the convention to be held in Denver beginning August 19. We all wish him an enjoyable trip.

Ross Wharton, gang foreman, has just returned from his vacation at Atlantic City. Ross has all the boys guessing, due to this trip being kept a secret whether to congratulate him or not, but the boys will find out. At the present time Ross' gang is working at Campbell Hall replacing 15 miles of No. 12 line wire with No. 10. A. Howe, maintainer on this section, will have more time at home now as he was always out repairing broken lines.

Frank Holtham, gang foreman, is starting his vacation by touring Maine with his 1938 Chevrolet. The boys are wondering if he will come home by car or train? Frank's gang is working between Croxton and Jersey City replacing cables. P. Henry, foreman of maintainers at Port Jervis, is vacationing at Yankee Lake, N.Y. Boy! we will hear some fish stories when Pete gets back. I understand J. Vanderbeck, maintainer XW interlocking Pat-

erson, N.J., is taking his wife to Atlantic City for a few weeks' vacation during August.

O. Gogler and C. Mone, locking men, are working at JR interlocking Croxton, N.J., and there's no slack locking when they leave. Wm. McAlpine, relay inspector, and J. Cross are testing and inspecting relays at GR interlocking N.Y.S.&W. and N.R.R. Jct. McAlpine is busy now as he fills in for the foremen while they are on their vacations.

G. Watson, maintainer WJ interlocking Ridgewood, N.J., went to Maryland for a week, as George says "going back home for a week." F. Youngwerth, megger maintainer, has his camp car at Ridgewood Jct. and all the boys are invited up for Sunday dinner. Frank is having J. McDonald as chef and C. Whitestone as assistant chef, because Whitestone makes wonderful rice pudding with raisins.

Gail Leora Parsloe, daughter of Mr. and Mrs. Edmond Parsloe captured duo honors at the baby parade, Westfield, by winning the best float event and the grand prize, making her the Westfield baby of 1940. Mr. Parsloe made a huge birthday cake on a perambulator and in the center of it placed pretty Gail, who won the acclaim of the spectators as well as the judges. On the cake, which Mr. Parsloe said took him three days to construct. were handmade roses and the inscription, "Happy Birthday America." E. Parsloe is assistant maintainer Jersey City terminal.

Wm. Coburn is off sick. We all hope for Bill's quick return. J. Mewhinney is filling in for Bill at JR interlocking.

An annual family outing will be held Sunday, September 8, at the Duck Farm from 11 a.m. to 7 p.m. There will be all sorts of games, and Chief Wm. Gosling will take care of the children. I'm sure you and your family will have an enjoyable time.

On July 8 the signal department and the Glen Rock firemen had their baseball tussel. The score was 17 to 13 in favor of the firemen. A number of signalmen and families attended the Erie Veterans' outing held at Conneaut Lake Park near Meadville, Pa. J. Mewhinney who has 15 years' service was running around trying to borrow 5 years from the old timers so he could go, but no luck.

Will be seeing you all at Stueben Hall on August 20.

R.J.J.

Grand Trunk Western

Lodge 14, Chicago Division

The annual inspection should be all cleaned up by this time and everything found in good order. According to the grapevine telegraph, Willie Senchak holds forth on H. S. Murken's gang to drill some new steel up around Capac. I believe Bob Pittenger is to be found at Lapeer putting in some new cranks and pins on the switches and derails.

By this time the grade separation at Potterville should be completed. The brothers in general agree that the black graphite paint is good for two years without a sign of rust and the aluminum enamel stood up good, needing repainting for appearance only in outlying districts. Glen Trimble's gang is busy relocating gates, resetting signals, and gradually weeding out the "hot" stuff on the west end. Nickerson's gang is making one cut section sprout where two formerly grew between signals.

Bro. Gelow and I have been changing out some of our old track relays for the new four ohm instruments, and sometimes have to use two resistance units in order to reduce the working current to the desired level. We also find that painting the entire inside of a battery well with aluminum paint makes a nice clean, bright job. Of course, it is necessary to provide a bottom rack that will keep the cells away from the side of the well. We finish the job with a piece of ¼-in. white pine, six inches wide, applied right over the present wood block to provide a clean, roomy terminal board for resistance units, etc. It sure helps out in a well where there are three sets of battery. I wonder how an egg beater on an extended handle would be for mixing primary solution?

To date I have received no shipment of "second-hand picnics," nor did I receive any news from up and down the line during the last four months. Oh well! Hard come, easy go!

SILENT HUGHES.

Detroit Division

Some of you brothers are still sending the wrong amount of dues to Secretary Helwig. Effective July 1 (the third quarter), the dues were raised $.50 per quarter. Some of you brothers better check your cards and remit the $.50. Helwig's address is 1290 Mount Clemens St., Pontiac, Mich.

Bro. Duff's gang is still in Detroit. They are being held there due to the large amount of signal changes involved in the grade separations being made. Due to the overhaul work they get in between these jobs, the East End ought to be in pretty fair shape when they move. However, he is bringing the gang to Pontiac shortly to install a new set of flashers on Dick Taylor's territory at the Opdyke Road crossing on the Michigan Air Line. Duff has another new man on the outfit but as yet we don't know his name, However, if Duff follows the usual procedure, we will meet him at Flint as a new member.

It may be a little early to remind you, but the next meeting is to be held in South Bend, Ind., on September 20.

G. G. HALE.

Great Northern

Lodge 154, Eastern District

Each division on this end has a gang working now. The Mesabi gang has moved down to Sandstone to start doing the work on the new job. The automatic interlocking at Lester, Iowa, went into service July 16, so most of that gang which is Fritz Ottoson's, will move up on the main line. Some of them probably will be working here in the Twin Cities. The gang on the Dakota Division got under way about the middle of June and was working somewhere up around the Fargo-Moorhead area. The gang on the Minot Division started out after the 1st of July, and don't ask me where they are, as I don't know.

The C. & N. W. laid new rail through the Arlington interlocking plant, giving Pete Pollock some extra work there. Bob Ruud and Bill Hermes were sent over there from the gang to help him out and also to take care of rewiring and retrunking the Huron plant.

The City of St. Paul has renamed several streets in order to have the same name in a continuous line even though the street may be broken up by geographical and other reasons, such as lakes, rivers, railroad yards, cemeteries, etc. Please note that the name of the street that I live on has been changed to Sherwood Ave., the house number remains the same, 918.

VIC. ANDERSON.

Central District

On account of my being away from home on committee work, Local 154 didn't have any news in the last *Journal*. As meetings were held in several places, members were well aware of what was going on over the several districts and, therefore, we hope that the usual news items were not missed so very much.

First of all, we wish to extend congratulations to Bro. and Mrs. Williams, they being the proud parents of twins, a boy and a girl. As far as we know these are the only twins in the G. N. signal department. Einar Johnson spent two weeks touring Yellowstone and Glacier Parks. D. Gilchrist did the relief work at Malta, and from there went to Cut Bank to relieve Carl Kraut for two weeks. Carl and family took in the Fair at San Francisco. Bro. Burke held down the helper's job at Walton during Bro. Gilchrist's absence.

Bro. Evans had the misfortune to rupture himself while removing his motor car from the track and as a result has taken a 90-day leave of absence. At the present time he is in Glendale, Cal. Bro. Palm bid in the temporary job at Glasgow, and in turn Bro. McKinney bid in the temporary helper's job at Trenton. Bro. Sundvik enjoyed a three weeks vacation, and Bro. Thomas did the relief work at Leonia. At present Bro. Thomas is relieving Bro. Buckland as foreman on the Kalispell Division gang, Buck doing fifteen days for having motor car hit by a train.

The Butte Division gang is at Great Falls installing crossing signals, and the way it looks now both gangs on the Central District will be kept working until late this fall. There are several slide fences to be erected on the Kalispell division and some relaying to be done on both divisions. Ralph McGuiness has been promoted to signalman and Chuch Hale to assistant signalman. We hope to see more promotions before long. It is rumored that R. Gilchrist plans on being married this coming Labor Day and here's hoping that this is no false rumor.

The membership on the Central District is very good, but we still have one regular assigned man and a few of the crew men whom we would like to see join our local. Carl Erickson of the Butte Division gang has recently joined up, and we extend to him a hearty welcome. There is no reason whatsoever why we should not have a 100 per cent membership, and with a little help from those of you who are already members in good standing we feel that this can be accomplished.

H. M. GEE.

Western District

Al Holm has been taking a vacation back east to his old stamping grounds. Dave Rodin took his place as foreman of the gang, and Andy Anderson bid in the leading signalman job left vacant by Dave Rodin while he was out relieving Al. Holm. But Bro. Holm returned to work July 8, so Dave and Andy are bumpty bumping back to their former places. The gang is still at Marysville, Wash. repairing the drawbridge equipment and signal work in general.

Bro. Baugh has several men on his district raising and rewiring the new trunking, etc., that was completed last year, due to the track department, after having laid 112-lb steel last year and getting everything in good shape, coming along and raising the track all the way from a few inches to about a foot. So there is where our extra work goes that could just as well have been avoided if there were cooperation within and between the various departments.

Bro. Moshier and Bro. Rude have a couple of men with them yet doing a lot of needed rewiring and repairs in and around Spokane. There is lots of retrunking and work that can be done out on this end of the pike too, if and when we can get some extra help to do it.

Bro. Reini is getting about 6 miles of 112-lb steel this summer, replacing some 90-lb. on his district. This will be welded bonds and new trunking and wiring also.

Eugene Luse started to work out on this end May 21 and joined the B. R. S. of A. right off the bat. In other words, he buttoned up pronto!

EVERETT B. LUSE.

Missouri Pacific

Lodge 72

Regular meetings for the remainder of 1940 are as follows: Kansas City, 4th Sunday in September and November; St. Louis, 2nd Sunday in August, October, and December; Little Rock, 4th Sunday in August, October, and December.

We will try in the future to have news items in this column from each division of the Missouri Pacific System. Cooperate and make this column an interesting one for each and every member of the organization on the Missouri Pacific! Send your news items to me at Tower Grove, or give them to your division reporter.

Southern Kansas Division

C. B. Stryker, Reporter

Rube Wilson has returned from a trip to Arizona, where he visited his wife, who is residing in that state because of ill health, and his son. Rube reports his wife is feeling much better and that he'll never whip his son again. He says he doesn't believe in whipping children, especially if they are bigger than you are.

Fishing competition was very keen and even at Garnett for a week between Bruce Stryker and L. H. Cash, each catching no perch and the same amout of bass. Cash pulled an Ike Walton, though, and reported landing a 3½-lb. bass the day after Bruce left. Geo. Thomas is also singing bass with the bass for two weeks in Minnesota.

The gang is fairly well split up. E. M. Cowden supervising a paint gang, bonding gang, relief maintaining, and general light construction by remote control. Bunk cars on the Southern Kansas are reported to be in first-class condition, thanks to Mr. Brady.

Eastern Division

O. J. Kirkendall, Reporter

We regret to report that Bob Smiley is in our St. Louis hospital as the result of a motor car accident at Jefferson City. We sincerely wish him a speedy recovery. . . Pete Spillman and gang are installing C. T. C. between Jefferson City and Cole Junction.

St. Louis Terminal—Illinois Divisions

R. F. Rickman, W. P. Trudo, Reporters

R. F. Rickman is tickled pink with his new job at Kirkwood. Bill Schute reports he never did like long, dark tunnels. Construction work being finished, E. W. Amos and gang were cut off on the Illinois Division.

Omaha Division

Jack Landis, Reporter

We extend our heartiest congratulations and best wishes to Bud Thornton and his new job. Maintaining jobs will go high now on the Omaha Division with Bud as foreman. A regular guy if there ever was one!

The checker board should really be hot with Foremen Carpenter and Warden and Signalman Landis all on one division. Let that bet go until next winter, Warden, It's too hot now.

Arkansas and Louisiana Division

F. E. Bush, Reporter

We were pleased to learn that Bro. Bush has been promoted to our signal engineer's office in St. Louis. May the job prove to be of a permanent nature.

Wichita Division

F. E. Shaver, Reporter

Fred reports on his golf as follows: "First time out, good drive, no pitch, no putt, score 95; second time out, poor drive, good pitch, fair putt, score 95; third time out, fair drive, fair pitch, fair putt, score 95; where's that rod and reel? I'm going fishing!"

Don Yockey is reporter for the Central Kansas Division.

R. J. DOHERTY.

N. Y. C. Lines West

Lodge 35, Erie Division

The regular meeting of Steadfast Lodge 35 was held on June 16 with a very good attendance.

We hear the Dunkirk job is progressing very well. Bro. Burgstrom at Angola, N. Y., recently sent in five reinstatements from the furloughed employees holding withdrawal cards working at Dunkirk. Brothers Spencer and Gueriero are now with Muse's gang, which at present is located at Erie, Pa. Keep up the good work, boys. We need your help. It is rather difficult for just a few to carry the burden.

Due to the fact that the last meeting was on June 16, your correspondent who had promised to have an article in the *Journal*, failed to get it to the editor in time since it must reach the office before the fifteenth of the month. I hope to have better luck this time.

The next meeting of our local will be at Dunkirk, N. Y., on the evening of August 9, 1940. All members are requested to be present. It makes us feel that the brothers are interested in what we are doing. We realize that there are a few on our division who never will become members of the B. R. S. of A., but we can count them on the fingers of one hand. With the exception of those few, we would like to make Steadfast Local 35 100 per cent. You can assist us by coming to the meetings and if you don't carry a card, be prepared to take one home with you.

Bro. Green has been assigned the Conneaut assistant's job. Good luck to Frank! If anyone is in need of a "feed grinder,"

Left, signals being taken down at Dunkirk, N. Y. Signal gang at right. This work is mentioned in news article from Lodge 35.

get in touch with Harry Moores. He will swap for most anything, preferably two pairs of boxing gloves. Bro. Budd Smith has a new set of flashing lights on his section. I wonder if Budd will have them so they will operate for motor cars. That was a bad crossing.

Remember the meeting, boys, Dunkirk, N. Y., Friday evening, August 9 at 8 p.m. Let's have the supervisory force answer calls that night and all go to the meeting. Never before has it been so necessary to have the full cooperation of every signal department employee as now. The "isms" are here in our midst. United we stand, divided we fall. Let us all help to make this country a better place in which to live. One nation indivisible, with liberty and justice for all.

J. F. CLINE.

N. Y. C. & St. L.

Lodge 166

A joint meeting of Locals 166 and 169 held in Bellevue on July 14 was duly opened by Chief Signalman Harold Gillette at 12 o'clock noon in the Odd Fellows Hall. A roll call of officers found them to be 100 per cent in attendance, this being unusually good.

The first business to come before the meeting was the reinstating of two brothers, W. J. Aigner and Frank Memmott. Next on the program was the report of the grievance committee concerning the decision of the Ajustment Board regarding the five-day week. This matter was handled by Jesse Clark, asistant to the grand president, and General Chairman L. F. Harshbarger, under the direction of the grand president. We all thank and congratulate Grand Lodge for the able handling of this matter before the Adjustment Board.

Considerable time was spent in discussing Bulletins SW 113 and SJ 1. Bro. Clark was called on for his opinion and it was decided the position should be awarded to Bro. Casner.

16646.

N. Y. N. H. & H.

Lodge 7, New Haven, Conn.

Local 7 had no news in the *Journal* for the past three months due to the work involved in putting over the banquet on May 25. Local 7 held its dinner for the retired signalmen at the Hotel Garde at New Haven on May 25 and it was the best yet. Vice President D. C. Cone did a very fine job presenting the gifts to the men who retired during 1939.

At this time the West End of the New Haven Division has two of the field force gangs relocating signals. When this appears, more of the gangs will be working on the New Haven Division on the same project.

And, boys, unbend your ears. The last three meetings were over before 10 p.m. What say, men? Let's see you at the next one!

L. N. B.

New York Rapid Transit (B.-M. T. Lines)

Lodge 113, Brooklyn, N.Y.

The regular meeting of Local 113, presided over by Chief Frank Nolan, was held at the Johnson Building, Nevins St., Brooklyn, N. Y., on July 11. Attendance was fair for such a warm night but could have been better. However, it will be to the advantage of every member to be present at either the morning or evening session of the next regular meeting to be held on August 8. The committee has arranged to have R. L. Van Name, secretary of the New York City Employees' Retirement System, with us to discuss and answer all questions pertaining to the retirement plan. As the retirement plan will affect all of you, it is desirable that the representative address the entire body instead of just a few of us.

The old rule still holds true. The senior man is appointed as the tentative awardee of an open trick. So if you feel you are ready for promotion, put your bid in regardless—giving yourself protection. Brothers Ginan and Prunty, Jr., received their first promotion to helpers. Let the taste of first fire spur you on ahead.

Bro. John Pettit is coming along fine. All the boys were glad to see him at the meeting. The meeting was closed after observing one minute of silence for the late Bro. Sutton.

DAN GRAHAM.

Interesting Meetings

When the members of Local 113 are interested in any one subject, or for that matter, anything that concerns their welfare, you will find each and everyone of them on their toes, as was attested to by the large attendance at the last two regular meetings, ready to debate and fight for their rights and protection of the local at all times.

At the June meeting we had the pleasure of meeting and listening to Grand Secretary-Treasurer T. A. Austin, who gave a very nice talk on the trials and tribulations of the task he and other organizers had in forming our great Brotherhood, and we hope that Tom will come more often to our meetings.

The mayor and the Merchants Association of New York City, along with Local 113, cordially invite the B. R. S. of A. to hold their next convention in the City of New York in 1942. The mayor of New York City, the Hon. F. H. LaGuardia, whom men of Local 113 are now working under due to the unification of all the rapid transit lines in New York City, points out in his letter to our Brotherhood that they will be most welcome to hold their next convention in our fair city.

Local 113 hereby regrets exceedingly the fact that there will be no delegates to the Denver convention to personally point out to the delegates there why New York City should be selected. Local 113, which is one of the largest locals of the Brotherhood, hopes and prays sincerely that our Brotherhood will select New York City for their next convention so as to invite the signalmen and towermen on the I. R. T. and the I. S. S. systems to join with us in our fight to make our wages and working conditions the highest and best in the world.

Local 113 wishes all the delegates at the Denver convention a bigger and better year for all signalmen throughout the United States and Canada. Here's hoping that our local will be able to greet you and show you a grand and interesting time for you and yours in New York City in 1942.

Northern Pacific

Lodge 87, Eastern District

We have several gangs on the Eastern District. Several new men have been hired and will establish seniority this year. I would like to have each gang foreman on the different gangs give me a line-up on their different activities and movements; and the personnel of their crews so we will know where they are located and what they are doing.

On a recent trip to St. Paul, we brought the drawbridge question to a conclusion. We got a reclassification of two men. Arvid Dahlberg, former electrician, was reclassified as a signal maintainer, and one oiler, possibly Arthur Dahlberg, as an assistant maintainer.

From information received regarding application of Rule 28, as of January 27, 1936, the opinion is nearly unanimous for its cancellation.

J. T. Groth's gang is at Columbus, Mont., making some signal changes, and will be there for another two weeks. There seems to be a considerable amount of gang work and the gangs will probably be working as long as weather permits. Bro. Meyers at Muir, Mont., was off a few days around the Fourth of July, driving through Glacier Park.

Bro. Meulemans received a new M19 Fairmont motor car.

H. M. W.

Western District

Bro. Sloop completed installing new signals on the S. P. & S. between Pasco and Ainsworth Junction on June 26 and moved to Ravensdale and installed a new set of highway flashers, completed July 8. He has now moved to Tacoma, to install flashers at Pacific Ave. and Commerce St.

Bro. Tull is relief maintainer at Winlock at this time, Bro. Engh being confined in the Tacoma hospital. Bro. Allen has one extra man helping to bond and install parkway after the curve relaying gang.

T. M.

Pennsylvania Railroad

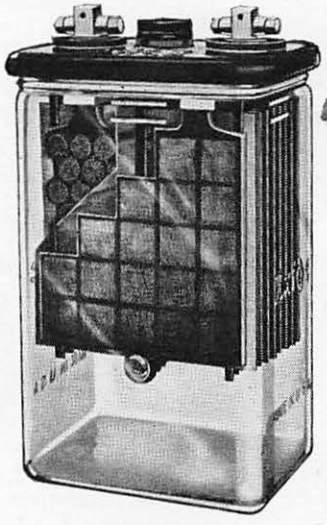
Lodge 25, New York Division

At our last meeting we got quite a big surprise when Louie Sorrow came in and presented Local 25 with a most beautiful American Flag. Oh how I love that Flag and all it stands for! I know I am speaking for all our local when I say to Louie, thanks for that most beautiful of all Flags.

Another one of our members has dropped down his working tools for that happy retired life which most of us dream about. Bill Crowley has retired. Bill has been off duty sick for the past sixteen months, so we know it will be most welcome to him to have this steady income coming in. He came to work with the Pennsylvania on June 23, 1910, and worked for quite a number of years as 2nd trick maintainer at the old P. B. Tower, Newark. We all wish William many years to live and enjoy his retired life.

I was over to see Jim Holton who has been confined to his bed for seven months. Jim is very sick and has lost considerable weight. Any brother who would like to visit him, address 3 Foy Place, Jersey City. I know it would cheer him along.

P. J. Adams was off duty sick for one week but I am glad to report that he is back working. I am very glad to tell you at this time that Charley Malley is back at work after being off duty sick for two years and seven months. Charley was always a great little worker for the local, having held the position of recording secretary up to the time of his sickness.



Some batteries are like polar bears*... they need no extra protection against the cold

IN most parts of this country, the climate runs to extremes — freezing or below in winter, and plenty of heat in summer. Like the polar bear, the batteries you use in signaling must be able to stand both, unless you are willing to provide them with costly insulation and protection.

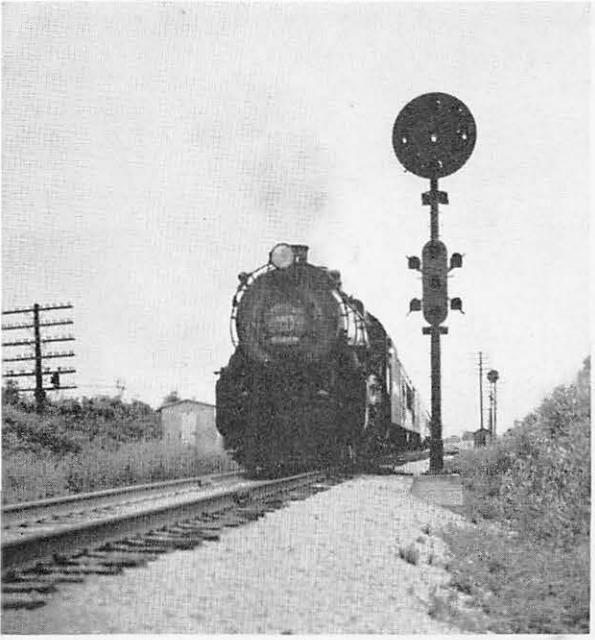
Extreme low temperatures present the greater problem, and the lead storage battery is least affected. When the thermometer sinks in winter, this type of battery maintains its voltage well, keeping signal brilliance up to a high level.

This means definite economy in your signal installations—economy that increases still further when the batteries you use are Exide Chloride, because these batteries deliver such exceedingly long life at minimum maintenance cost.

*According to zoological authorities, polar bears withstand summer heat better than many other animals, in addition to their well known immunity to the bitterest cold.

Exide
SIGNAL POWER

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
Exide Batteries of Canada, Limited, Toronto



One of the C. T. C. stations, St. Louis Division, P.R.R., and signal gang at Casey, Ill. This work is mentioned in news from Lodge 142.

Fred Wolf, always a hard worker for the local, brought back one of our lost sheep by reinstatement. Nice work, Freddie! Others, please see if you can't get some of the lost sheep back into the local.

George Jaques, megger inspector, has given up his farm and has moved into Newark. That likeable fellow Joe De Mass is working as assistant on the megger at Journal Square. Louie Hellmer is working first trick at Portal Tower. Joe Liedecker got relief job No. 1. Frank Eckert got relief job No. 5. M. Angelo Vaccarella is working as 1st trick maintainer at WR pending the bid.

I have just heard Bill Knowlton has had some kind of an accident with his foot and has been off duty for some time. We have not heard much from Raymond Love since he went on the second trick at Q Tower. Walter Demerest, relay inspector, has been working around Journal Square and the Bay Draw.

Your local has been working trying to get the sick members back to work. In this we have been pretty successful in getting back Chas. Kimble and Charley Malley. At present Local Chairman Dave McQuade and Jack Fisher have been working on the Dave Blair case, but up to the present Dave is not back to work.

Just a reminder—we meet on the second Friday of each month at 42 Commerce Street, Newark. I wish some of you boys would come forward with your dues. Sixty days after the current quarter and you are not in good standing, but I know most of you just forget!

JIM BUCKLEY.

Lodge 62, Pittsburgh Divsion

The management is still removing signals from service on the Pittsburgh Division and this means fewer units and smaller rate of pay in most cases. The men should try and see that whatever units they have are properly counted, also should keep a record of all time spent on equipment for which a unit is not shown.

Some are maintaining slide fences, dragging equipment detectors, air compressors, generators and switch boards, storage batteries inside and outside, which all require part of their time and which I feel should be given a unit value. Most of the men have been given longer sections to maintain and at the towers where one man is in charge, help is often denied him so that he may work safely and make his tests in an efficient manner. We feel that the shortage of men prevents us from working in a safe manner in the performance of our duties.

Local Chairmen Fortune and Henzel will represent Local 62 at the convention this year. Our meeting held at Johnstown in July was very good. The boys are sure on their toes in that section and always turn out in numbers which are pleasing to officers of the lodge.

We are sorry to report the loss of a member, M. A. Smith, who left to become office engineer at Cleveland, Ohio. Good luck and success to Smitty! His former position as megger man at Johnstown has been bulletined.

There are not many changes occurring on the Pittsburgh Division at present. No new work, therefore no men being called back.

Secretary F. E. Dickey returned to work on July 5 after being away on his vacation. He went to California and was very much impressed to see the high mountains as well as the good looking girls in Hollywood. Said he was unable to devote enough time to the good looking girls, so he had to pass them up. However, he has plenty of time to work on his job as secretary, so send him your dues.

W. A. FORTUNE.

Lodge 69, Chicago Terminal Division

The regular meeting was held by Keystone 69 at the usual place. It was a rather quiet meeting although very interesting. The maintenance forces were well represented, while the gangmen were conspicuous by their absence. We wonder why the gangmen don't attend the meetings more often. Is it because they are too tired? Or is it because of the little misunderstanding that we had a few meetings ago? Whichever it is, it is no excuse for staying away from the meetings. After all, the meetings are held for the benefit of all of us. The Keystone 69 is too small a local, much too small, to have factions. What we need and must have is harmony and cooperation and above all a little tolerance if we want to survive. So, brothers, forget those petty grievances and come to the next meeting without the chip on the shoulder.

H. J. Stemmer has gone on his vacation with John Hoffman pinch hitting for him. Good going, John. Bro. Hartwick popped up with a new Oldsmobile. Three cheers for Frank. The two testmen are chasing megohms over the entire division. Wonder what they will do when they catch up with them?

Bro. Brown and Bro. Moore, our delegates to the Convention, have received their credentials. Good luck and happy landings, and if you get pinched don't look to us for sympathy!

CORRESPONDENT.

Lodge 142, Terre Haute, Ind.

This month we had the best local meeting we have had for a long time, both in numbers and interest. One new member was taken in and another reinstated. We were glad to welcome Joe McQuade into our membership, and were also glad to have Bro. Sprouse deposit that withdrawal card with the secretary and get on the active list again. The secretary reports only one man holding a regular job who is not a member of the local. Let's go after him, fellows, and make it 100 per cent by the next meeting. Surely one of us can put it over!

It seemed like old times to see Bro. Jesse Clark in the chief's chair. Jesse sure can do a first class job of wielding the gavel. Chairman Jesse Ewing reported the settlement of several grievances and gave us information relative to several others of interest to the boys.

Work is continuing on the C.T.C. installation. This is the largest job we have had on the St. Louis Division since our division was completely equipped with automatic signals and our first C. T. C. job installed between the years 1926 and 1929. The installation is under the direction of C. W. Kelley, supervisor of telegraph and signals, and is being performed by his efficient staff of signalmen. It certainly makes us feel good to see all of our furloughed men back on the job and so many of our furloughed brothers from other divisions given work.

The men from foreign divisions, as well as our own, certainly realize and appreciate the value of our Brotherhood and the provisions of our agreement by being called for this work and being given preference to this employment over new men, and we are happy to report that these construction forces have shown their appreciation by affiliating with us. The only regret we have, it looks like the job will soon be in 100 per cent. We are looking forward to other new work to keep the boys on the payroll. What we want is jobs.

One thing we miss the last few days—nobody has been heard complaining of it being too cool. Some of the boys working those concrete houses would welcome some of those cool days again.

Our two most efficient and active local officers, Chairman J. G. Ewing and Secretary-Treasurer E. J. Sulkowske, have been elected as delegates to represent us at the 1940 Convention which will be held in Denver, Colo., commencing Monday, August 19. We are sure these brothers will do a real job in representing our local and will be just as efficient at this as they are in handling their duties with the company and our local business.

Have you paid your third quarter dues yet? When you do, Bro. Eddie will be glad to issue you a receipt for that fourth quarter.

W. L. FUNCANNON.

Reading Company

Lodge 26, Reading, Pa.

General Chairman M. B. Blatt and Vice President Cone have been successful in handling the situation concerning foremen and they will come in on the new agreement which will soon be signed by the management. I suppose we must call it another home run, out over the fence again, more members for good old Local 26. By doing this, it will mean that all new positions as foremen, or the present positions, will be advertised at all headquarters for all the boys to bid if they so wish. This surely is a good move in the right direction.

Division Chairman Russell W. Coxon asks that any brother making a bid on a position, whether it be permanent or temporary, send a copy of his bid to him in addition to the one mailed to the office. In this way, we will not get in hot water in case a bid is lost or arrives late at the office.

John J. Gately and wife were in Reading the other day looking at the new models in eye glasses, and even came down from Shamokin to have their eyes fitted up with new ones but somehow met some other people and went out to celebrate a wedding anniversary instead. This is what I was told, so they arrived home early the next morning feeling fine, no new model glasses, and Mrs. Gately said, "Our glasses are all right for some time."

Sorry to hear of the illness of Harry C. Kinzey. We sure miss him at the meetings. We hope he will be back with the boys soon.

Our next meeting will be on August 26 and we still have a few non-members to get in touch with and try to bring them back in the fold. In case you are working close to a non-member or even a delinquent, talk to him in a nice way. I am sure he will do all possible to come in the clear.

Earl Hartman is the new maintainer on 2nd trick, Norristown Jct., with J. J. Kane. John F. Delp was awarded the position of maintainer at Elverson, Pa. Verne V. Fleagle was awarded the position as assistant maintainer at Myerstown. William M. Cline was awarded position as assistant maintainer at Elsmere Jct. Morris M. Hollenbach was awarded position as batteryman at Pottstown; Harry R. Goas was awarded position as batteryman at Bridgeport (This is the brother that soon will say "I DO" for better or for worse, you know what I mean).

Russell Coxon and Earl Linderman are working on the East Penn Branch renewing signal wiring and general reconditioning . . . Micky Carpenter, main-

This

CONVENIENT BATTERY MEANS LESS WORK

Installations of Type 618 "AD" Carbon Cells on roads all across the country are demonstrating a convenience and reliability that is of great value to signaling forces. On track circuits, for example, record after record shows remarkably uniform high voltages consistently maintained. Actual battery life is consistently more than the life estimated from rated capacity and circuit data. There is an ample margin of safety, allowing replacement at convenient time. Long life, high voltage that is uniformly maintained, and easy handling are features of Type 618 Cells that simplify battery applications. Water is added when these cells are placed in service. No further addition of water is needed and no maintenance is required. Exhausted cells are discarded.

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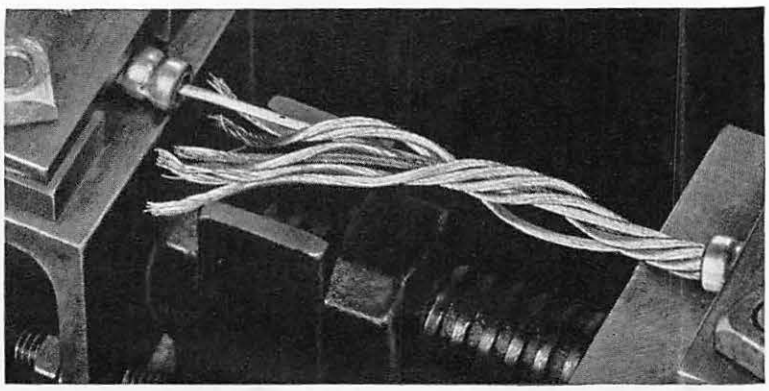

No pulling loose in terminals to cause intermittent failures.

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tainer at Boiling Springs, surely is proud of his addition to the family. Good luck to him and his daughter.

I can't close without calling to your attention the importance in maintaining your equipment. Be sure when you inspect or renew any part of a signal or switch to be careful and check and test it before you leave account of a failure for which you will be held responsible. We don't want any brother in trouble; also watch your safety rules. Think before you act; be sure of your grounds and we will be commended for this type of service.

Will look for you at the next meeting. Try and bring another good pal along.

P. WEIDENHAMMER.

Shamokin Division

As of July 1, the Shamokin Division became 100 per cent organized as members of the B. R. S. of A. We welcome to our ranks the return of former Brothers W. F. Boyer, P. L. Readly, and A. E. Gilfillan through reinstatement, also two new members—James M. Gately and Elwood H. Bingaman. The acquisition of these five men has made possible the 100 per cent rating that we now enjoy. Your officers and members of the division and Local 26 have looked forward to this achievement for a long time. You will find that it will be more pleasant in more ways than one to have attained this result.

We have no one to thank, other than our organization, for the establishment of the new positions of leading signalman and signalman on this division. These new positions were awarded to J. I. Gately and W. O. Yost, respectively. Yost's former position was awarded to N. E. Shaffer and Gately's former position to R. E. Wagner. P. L. Readly transferred from Tamaqua to Shamokin and F. A. Welker, Jr., assumed the regular position as batteryman at Ashland.

Our new members, J. M. Gately is batteryman at Schuylkill Haven, and E. H. Bingaman at Tamaqua. It required no effort on our part to have these last two named men become members of our Brotherhood as they have found out from past experience that it pays to be members of organized labor. We welcome them to our local and trust they will always see fit to carry paid-up cards.

Our proposed agreement is just about completed, and we hope it will be in your hands in a very short time. Your committee has worked to the best advantages possible, and we hope that the benefits gained by it will be appreciated by all. Without our organized efforts, we are safe to say, this would not have been possible.

So we say again: Remain a member of the local, keep your dues paid up to date so as to avoid unnecessary work on the part of the financial secretary, and you will find the dividends that it pays will more than offset the dues that you pay.

2618B.

Lodge 53, Philadelphia Division

Our June and July meetings were successful. We were glad to see C. Akin, G. Rarick, and W. and H. Lukens. Our reinstatement list included N. Ryan, E. Binler, and S. Muravsky. Good work, brothers. Our list of non-members is decreasing.

Our grievance committee reported action protesting our supervisor using electrical department men repairing cable near Park Jct., which was signal work. Another proof that your committee is trying to protect your interests! Vacation action is moving toward a national movement by all concerned.

Grand Vice President D. C. Cone and General Chairman B. Blatt were successful in settling the case about foremen, which means that in the future these positions will be advertised. Our new agreement is meeting with delays caused by pressure of company business and our Convention. Certain proposed rules were debated on the floor. G. Steele was awarded the helper job in relay shop. The rewiring of Hopewell, N.J., is progressing nicely.

We hope all were satisfied with the meeting hall and continue to attend—third Tuesday, 1325 W. Columbia Ave.

LES. BRANYAN.

Closing Date for News

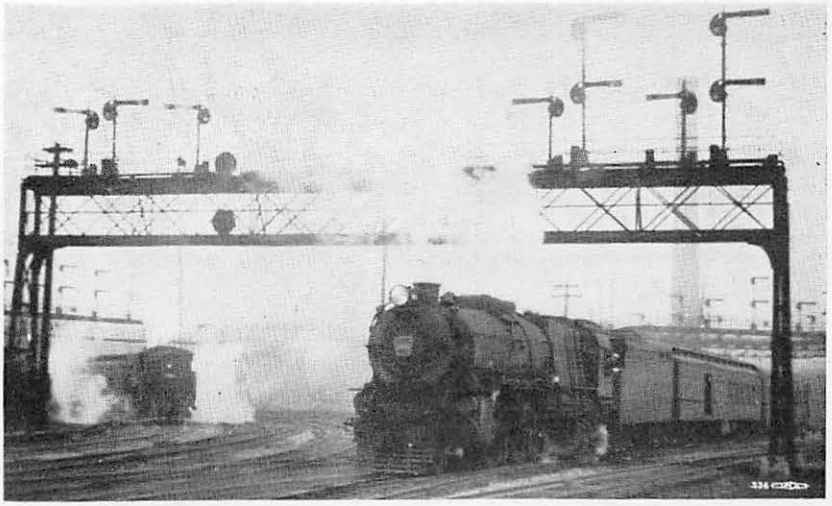
Correspondents are requested to send in news articles by the 15th of the month preceding date of publication. Articles received too late for the month intended are held for following issue.

St. Louis Terminal

Lodge 132

Fire Destroys Tower No. 1

Tower 1, that stood as one of the kings of its kind, located at Union Station, St. Louis, Mo., the nerve center of that giant Terminals Interlocking system, that greeted every passenger train entering this busy terminal with the green of its blessing, the yellow of its caution or the red of its beware is no more. The fire demon struck at five o'clock this afternoon (July 22) and in less time than it takes to type this hurriedly written account, that which once stood as among the mightiest of the mighty for the purpose for which it served so well, the facilitation of the movement of trains, was but a smoldering mass of ruins. How the fire started, no one seems to know, but as usual crossed wires was the first guess from those who always make that same guess.



One of the busiest track layouts in the country was controlled from Tower No. 1.

Amount of Equipment Involved

Signalmen will grasp the importance of this tower when I briefly summarize some of the few things that made Tower 1 great in the eyes of the materialist: Tower 1 had, or has, 68 lead tracks; 41 tracks run into the Union Station alone; there were 302 levers in the machine. Really there were two machines, standing side by side and interconnected, but we always thought of them as but a single machine. Of the 302 levers, 265 of them were operating levers, controlling 223 electro-pneumatic switches, and, lest we forget, may we pause here to say that this was an electro-pneumatic plant of the Union Switch and Signal Co. type. Of those switches, 90 were single switches, 7 movable point frogs, 120 double-slip switches, 6 single-slip switches. There were 291 signals, divided as follows: single-arm bridge signals, 47; two-arm bridge signals, 57; three-arm bridge signals, 1; E.-P. dwarf signals, 24; color-light signals, 162; bridge air signal whistles, 9.

Among other equipment that comes to mind were 160 storage batteries; 58 500-A. H. cells; 37 50-A. H. cells; 65 18-A. H. cells; 102 track battery rectifiers; 91 push buttons in train sheds. The portion destroyed was of course only that within the tower proper. Other items are mentioned merely to visualize the immensity of the plant. The Union Station track layout is the pocket type, which necessitates far more moves than the through type.

Passenger trains are creeping in and out of the station at this writing under manual control. Every available signalman under the supervision of Signal Engineer Hix is working the hardest perhaps he ever worked, guiding trains at a snail's pace through one of the most complicated track layouts in the world. How long this will continue we do not even dare to hazard a guess, but one thing you may be sure of, the signal department will give a good account of itself.

The fire started about 5 p.m. Some say it appeared to emerge from an electric conduit leading into the building. This momentarily trapped several of the levermen, train directors and operators who made their escape with the aid of a friendly ladder. There are two water plugs located near the tower, but efforts to get water on the tower from those plugs seems to have failed. A steam engine made a feeble attempt to stem the fury of the flames, but it was too much for the limited stream the engine put forth.

Fourteen engine companies responded to a three alarm fire call, but the city firemen, among the Nation's best, were handicapped due to the long distance in which they had to string their hose and the manner and method in which they had to reach the fire. It was but a matter of minutes when the fire was completely out of control with the glass and frame upper story collapsing, and down went the machine—three hundred odd levers to the basement; the machine on which many of our men spent many hours to make it what it was. Many good signalmen have worked on that machine, for it was in service more than thirty-five years.

The organization to continue the handling of trains is as yet not perfected. Many of the trains are unloading at nearby points. Taxi cabs are provided for those who must make other connections, or who for any reason desire to continue on to the station. Several of the commuter trains did not leave the station on the evening of the fire, and other outgoing trains were from one to two hours late in departing.

How Trains Are Directed

A temporary organization was set up which worked about as follows: The train director would designate the route for the train and a signalman would line the switches by punching the proper magnets, causing the switch to take the desired position for use. Hand signals would be given the engineer, and a switchman would ride the front of the engine as extra precaution. The trains would creep out at what seemed a snail's pace, and this would go on and on in different sections of the plant.

To you signalmen who have never had this experience on a very complicated layout, don't ask for it. It is nerve wrecking even to those who can smile when the going is the toughest. Telephone communication between the various towers, bridges, etc., was handled over a speedily set up temporary service, and by the next twenty-four hours this was to be extended and made more satisfactory. About two hundred men, not all signalmen, were engaged in handling the trains in this manner. It is freely predicted that service will be handled much better in the next forty-eight hours with a minimum of delay.

The air being furnished from the power house a short block from the tower made it possible to keep air at the switches by running around and through emergency set-ups.

Numberless blue prints, track plans, maps and drawings were burnt and many other articles owned by the com-

Tower No. 1, destroyed by fire on July 22. The tracks on the left lead to Union Station.

pany and the men. The maintainers who are regularly assigned to Tower 1 are: First trick—leading maintainer (mechanical), Carl Swanson; Ferd Schnaible, Charles Droegge, Otto Lutz; leading maintainer (electrical), Johnny Hyde and Fred Smith; oiler, George Short. Second trick—Charles Berg and Earl Byrd. Third trick—Al Aylward and James Culhane.

The maintainers who were off duty lost all their working clothes, tools and instruments. Supervisor Burch, General Foreman McMillian, with Inspectors Stephens and Degenhart all had office space in the tower, and lost clothing, records and other personal belongings.

It is granted that another tower will soon be on its way and that before many months business as usual will prevail around Tower 1, and in the meantime we shall run trains giving the traveling public the best of service that can be found.

C. J. HAYES.

Southern Pacific

Lodge 104, Los Angeles and San Joaquin Divisions

The regular meeting, preceded by a dinner held in conjunction with the Ladies' Auxiliary, was held Saturday, July 6, at the Rosslyn Hotel. All members are urged to attend this bi-monthly feature, which is becoming more popular as time goes on. Milt Mason, the very competent local chairman, spoke on some topics beneficial to the Brotherhood. He discussed the two weeks vacation with pay, which should materialize in the near future.

There is to be a new job bulletined soon for a signalman in the town gang who will also relieve the maintainers at interlocking plants. There is no doubt the job will go high—so anyone short of 40 years' whiskers had just as well forget about it.

Our local was invited to a picnic by the Pacific Electric signalmen, to be held in Alhambra on Sunday, July 28. They also challenged us to a baseball game. They hope to avenge their defeat at the Redondo Beach picnic last year. A dinner is to be held for John Server, retired signalman, at the next meeting on Saturday, August 3. John has been of great service to the Brotherhood and he is to be presented with a few tokens of appreciation.

Howard Rosenaur and Leo Schram, who make up the megger gang, have been presented with a new outfit that is by far the finest living quarters on the Los Angeles Division. It is rumored that it was designed by an interior decorator from Hollywood. Their first meggering work away from town will be Santa Barbara, east.

Clarence Davis, Alhambra maintainer, is back in the San Francisco hospital after having been back on his district for only two days. This time the doctors seem to have found the cause of his illness—a broken tooth, lodged under the gums. It is very gratifying to hear that Mrs. Joe Maddox has completely recovered from her recent illness.

Bert Lester, from the San Joaquin Division, is doing very well after a lengthy stay in the Southern Pacific hospital. He retired June 1 of this year. We extend our sympathy to Hicks, maintainer on the Porterville Branch, who is in the hospital for a major operation. He is a brother to Jess Hicks, assistant supervisor on the Niland District. Dick Bird, from Tulare, has been ill for some time. He is in the general hospital at Bakersfield. Tom Stewart, leading signalman at the L. A. U. P. T., has recovered from slight injuries sustained when he fell backward into a goldfish pond at his home.

Frank Brown is installing spring switches at Palm Springs. From there he is to do the same at Edom and Garnet. David Guy Watson is working at Loma Linda with his ten-man gang. They are finishing the siding extension job. Jack Brooks, foreman of gang No. 8, is busily preparing for his fishing trip into the High Sierras. He will be replaced during his absence by Jeremiah Arbelbide. Incidentally, Jack is an honorary colonel in the Knight Cavalry of Texas.

Union Pacific Railroad

Lodge 111, Central District

Our regular June meeting was held in Nampa in order to give the members employed on the west end an opportunity to attend. We had a very good meeting and a good attendance. The management gave us permits to use the restricted trains to attend this meeting in order that the members would not have to lose any time off the job. We were glad to have General Chairman Cooke with us. He gave us a very interesting talk and clarified several points in the agreement.

We were sorry to learn of the illness of Bro. Perrin, who is in hospital in Pocatello, and trust that by the time this appears in print that he will be O.K.

We have one gang on at this time working over the pole line in the vicinity of Shoshone. A. Christensen bid in the signalman's job in the gang, which places the relay shop up for bids.

The signal department on this division is making a very creditable showing as far as safety is concerned. It is to be hoped that there will be no let-down.

J. E. H.

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Wabash Railway

Lodge 55

We had a good meeting at St. Louis but we do think A. C. and O. B. L. should have been present. We had three new members enroll, namely Brothers B. G. Rice, B. M. Rader and J. Deem.

Hyatt's gang is at Hannibal; Stone's gang at LaFayette; Oscar's gang at Romulus; Bills' gang at Homer; Hott and Ritchie at LaFayette; Downs and Terry at Wabash; Ritchie and Messmore at Montpelier; Poundstone and Stone at Butler; Shay and Martin in Missouri.

Your secretary has the application of R. A. Metcalf of the Big Four, now working for Ralph Stone. Thanks to Bob! We congratulate him on his admission.

Ira Davis, carrying a withdrawal card No. 11104A from Union Pacific Railroad local, entered service on the Wabash as signalman in Ralph Stone's gang on May 6. After about nine days, he was called to Decatur to relieve our General Chairmain Carl Wilson, who met with an accident but is now back in the harness. On Bro. Wilson's return to work, Davis relieved Bro. Funk, who had a small gang following rail welders. Funk was assigned to maintainer's job at Salisbury, Mo., made vacant by J. F. Poundstone going to Oscar.

Bro. Davis advises that he will deposit his withdrawal card with Local 55 just as soon as he can do so. He has a small Ford truck, which he enclosed, and a very comfortable trailer. He has his wife, two small daughters, and a son, 13, with him.

Local 55 wishes to extend its heartfelt sympathy to Foreman Ralph Stone in the passing of his father. Mr. Stone passed away on July 8 near White Heath, Ill.

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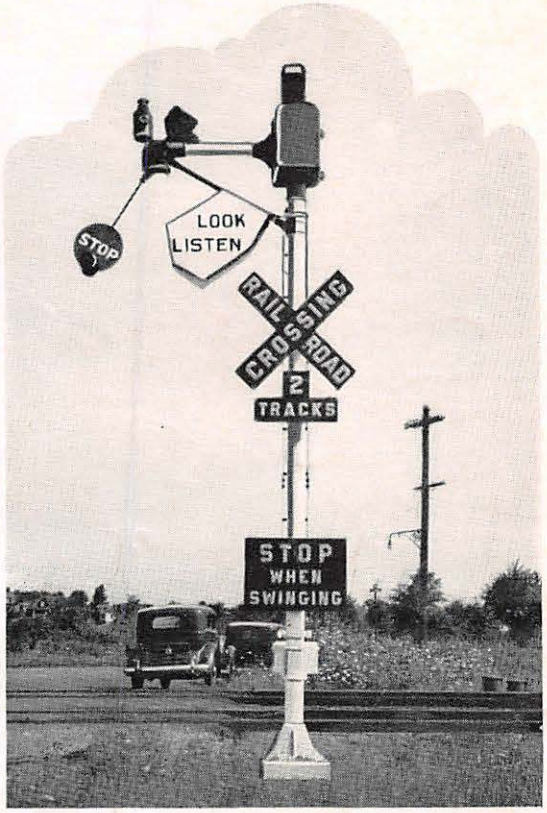

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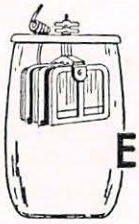

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